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ROADWAYS

JULY-AUGUST, 1953



Associate Justice R. Hunt Parker of the Supreme Court administers the oath of office to Highway Chairman A. H. Graham. Governor Umstead appointed Graham to head the revised 14-division Highway Commission May 11.

Welcome to the New Commission

WE SALUTE our new chairman and the 14 commissioners who will serve with him during the next four years. To them we offer our support and loyalty. We extend our good wishes for a successful and fruitful administration.

The State's newspapers seem to agree that the Commission will be headed by a man who has demonstrated his administrative ability before when he was chairman (1945-'49) during the Cherry administration. *The News and Observer* says: "It is fortunate for North Carolina that the chairmanship of the State Highway Commission is to remain in able and experienced hands at a time when the Commission itself is having the greatest turnover in history.

". . . Under any circumstances, Mr. Graham might be expected to make a better highway chairman in his second term than in his first, and his appointment by Governor Umstead is particularly fortunate at this time."

The Charlotte Observer concludes: "A. H. (Sandy) Graham's return to his former post as chairman of the Commission will mean a reversal of recent policy on highway improvements—from now on, the primary roads will get first consideration."

The Wilmington Star says: "North Carolinians should like the way Highway Commission Chairman A. H. Graham has promoted former assistant division engineers or senior construction engineers to be heads of the new highway divisions.

". . . Apparently there is no politics involved in Mr. Graham's engineering assignments. That is to be welcomed. Advancement of good men in the department when the opportunity develops not only boosts morale but strengthens the aspect of career service."

The Greensboro News observes: "Highway and Public Works Commission Chairman A. H. Sandy Graham said what needed to be said in his first press conference after being inducted into office.

"As for the highway problems which face him and the new commission, Chairman Graham placed two emphases. Primary highways will get first consideration because they need to be put in shape to handle 'the present day traffic.'

". . . As a second pressing responsibility, Chairman Graham foresaw the 'big job' of carrying forward a great deal of rather heavy maintenance on the secondary roads built in the last few years to preserve the State's investment."

Today, Graham returns to his highway post after the busiest four years in roadbuilding in the State's history. The $200,000,000 rural road bond program brought black top and crushed stone to hundreds of miles of county roads. This time, he and his Commission have the task of keeping hundreds of new roads lately added to the system in good condition, while pushing ahead the expanded primary highway improvement program.

Now that the bond money has been either spent or allocated, the chairman and commission will undoubtedly have many problems ahead. However, relying on the leadership and proven ability of our chairman, the fine business experience of the 14 commissioners, and the full cooperation of all employees, we face the road ahead with confidence.

Chief Engineer Confirmed

BIG BILL ROGERS was renamed chief engineer by the State Highway Commission at its May 29 meeting.

Highway Chairman Graham told the commissioners "Governor Umstead and I are entirely in accord with recommending the appointment of W. H. Rogers, Jr., as chief engineer."

Commissioner Hardison promptly nominated Rogers several members seconded, and in a matter of minutes Rogers had been reappointed our chief highway engineer.

A native of Wake County, Rogers is 57. He started with the Commission in 1931 as a district engineer and later became assistant division engineer at Wilson. In 1941, he became assistant commissioner of the Department of Motor Vehicles. In 1945, Chairman Graham chose him to be his administrative assistant. Rogers was named chief highway engineer in 1949.

Congratulations to both the Commission and Bill Rogers. His past record of unselfish public service assures the State of continued progress in highway engineering. With his recognized engineering ability and his fine supervision, we are sure we will make even greater progress.

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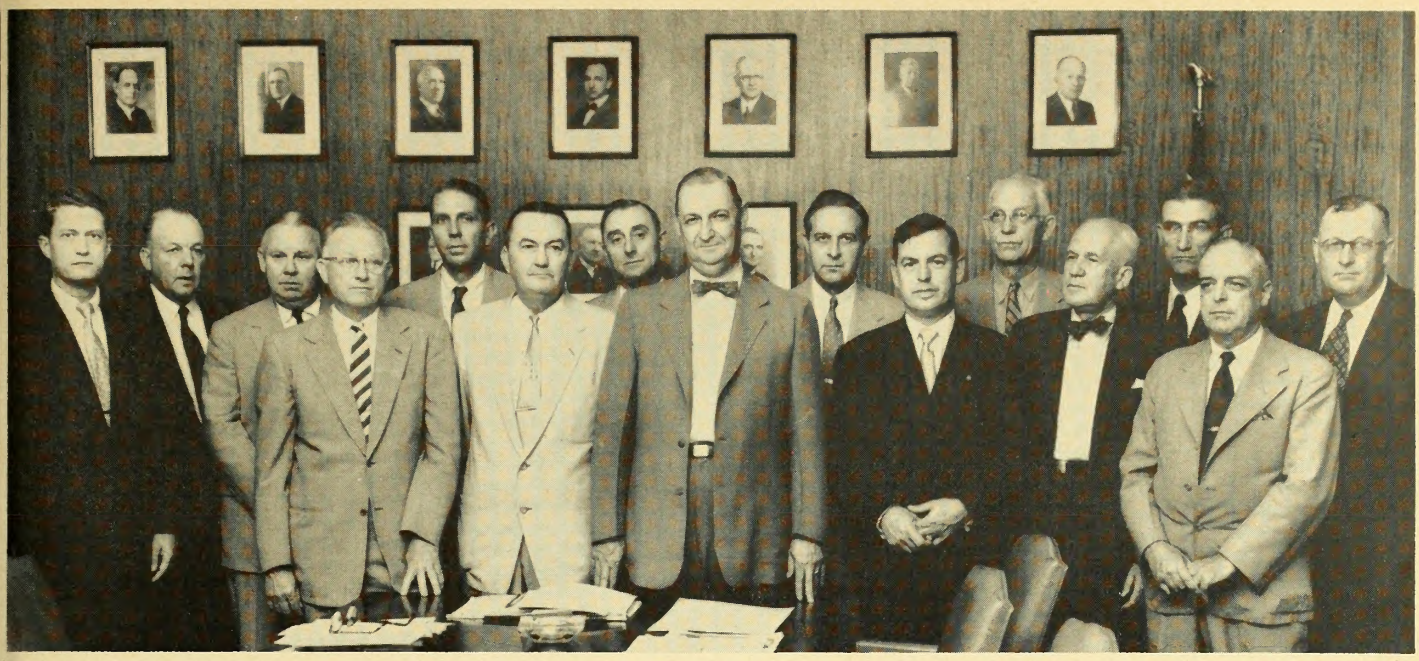
Volume IV **JULY-AUGUST, 1953** **Number 1**

MARGARET BURK, *Editor*

STATE HIGHWAY COMMISSION
A. H. GRAHAM, *Chairman*

J. EMMETT WINSLOW, Hertford
FORREST LOCKEY, Aberdeen
H. MAYNARD HICKS, Snow Hill
JAMES A. GRAY, JR., Winston-Salem
C. HEIDE TRASK, Wilmington
JAMES A. HARDISON, Wadesboro
M. E. ROBINSON, Goldsboro
W. RALPH WINKLER, Boone
DONNIE A. SORRELL, Durham
JUNE F. SCARBOROUGH, Statesville
C. A. HASTY, Maxton
J. FLEMING SNIPES, Marion
J. VAN LINDLEY, Greensboro
HARRY E. BUCHANAN, Hendersonville

W. H. ROGERS, JR., *State Highway Engineer*
R. B. PETERS, *General Counsel*



Chairman Graham lines up with new commissioners. Picture was made at their organizational meeting May 14.

Front row, from left: J. F. Snipes of Marion, Thirteenth Division; Harry Buchanan of Hendersonville, Fourteenth; Chairman Graham of Hillsboro; H. Maynard Hicks of Snow Hill, Second; M. E. Robinson of Goldsboro, Fourth; and J. Emmett Winslow of Hertford, First.

Second row, from left: James A. Gray of Winston-Salem, Ninth Division; James A. Hardison of Wadesboro, Tenth; Forrest Lockey of Aberdeen, Eighth; John "Jack" Van Lindley of Greensboro, Seventh; Ralph W. Winkler of Boone, Eleventh; June F. Scarborough of Statesville, Twelfth; C. A. Hasty of Maxton, Sixth; Donnie A. Sorrell of Durham, Fifth; and C. Heide Trask of Wilmington, Third.

Governor Names New Commission

WHEN Governor William B. Umstead created a 14-member State Highway Commission May 11, he appointed A. H. (Sandy) Graham, chairman.

Mr. Graham, Hillsboro attorney, former Lieutenant-Governor, former Speaker of the House and Highway Chairman from 1945 to 1949 during the Cherry administration, took his oath of office May 12, in the Governor's office.

The Governor appointed a prominent group of businessmen to serve as Highway Commissioners: J. Emmett Winslow of Hertford, First Division; H. Maynard Hicks of Snow Hill, Second; C. Heide Trask of Wilmington, Third; M. E. Robinson of Goldsboro, Fourth; Donnie A. Sorrell of Durham, Fifth; C. A. Hasty of Maxton, Sixth; John "Jack" Van Lindley of Greensboro, Seventh; Forrest Lockey of Aberdeen, Eighth; James A. Gray, Jr., of Winston-Salem, Ninth; James A. Hardison of Wadesboro, Tenth; W. Ralph Winkler of Boone, Eleventh; June F. Scarborough of Statesville, Twelfth; J. F. Snipes of Marion, Thirteenth; and Harry Buchanan of Hendersonville, Fourteenth.

A bill passed by the 1953 North Carolina General Assembly gave the Governor and a five-man study committee the right to say how and whether the Commission should be changed.

The Governor named T. Boddie Ward of Wilson, J. Hampton Price of Leaksville, William T. Saunders of Aberdeen, Walter H. Woodson, Sr., of Salisbury and Reuben Robertson of Canton to the committee. They agreed on and recommended a geographic redivision of the State into 14 highway divisions.

Since the middle thirties, the State had been divided into ten highway divisions.

For the four new division engineering posts, Hunter D. Irving of Raleigh, C. E. Brown of Fayetteville, J. H. Councill of Boone and G. G. Page of Asheville were named.

The new line-up of the State's counties, with headquarters and engineers, follow by divisions and districts:

First Division—headquarters, Ahoskie; W. N. Spruill, division engineer; J. D. Miller, assistant division engineer; District One— George K. Mack, district engineer; Elizabeth City, district office; Camden, Currituck, Dare, Gates, Pasquotank and Perquimans counties; District Two—T. C. Liverman, district engineer; Ahoskie, district office; Hertford, Bertie, and Northampton counties; District Three—J. J. Gilbert, district engineer; Plymouth, district office; Chowan, Hyde, Martin, Tyrrell and Washington counties.

Second—headquarters, Greenville; R. Markham, division engineer; Jasper L. Phillips, assistant; District One— H. H. Wesley at Washington; Beaufort and Pamlico counties; District Two—C. Y. Griffin at New Bern; Craven, Carteret and Jones counties; District Three—Heber Gray at Kinston; Greene, Pitt, and Lenoir counties.

Third — headquarters, Wilmington; C. E. Brown, division engineer; R. V. Biberstein, assistant; District One—R. A. Ashworth at Burgaw; Brunswick, New Hanover, Pender and Onslow counties; District Two—B. Whiteside at Clinton; Duplin and Sampson counties.

Fourth—headquarters, Wilson; T. J. McKim, division engineer; T. D. Grantham, assistant; District One—C. F. Gore at Weldon; Halifax and Edgecombe counties; District Two—F. M. Edgerton at Nashville; Nash and Wilson counties; District Three—R. W. Dawson at Selma; Johnston and Wayne counties.

Fifth—headquarters, Durham; Hunter D. Irving, division engineer; J. W. Jenkins, assistant; District One—Ivan Hardesty at Raleigh; Franklin, Vance, Wake and Warren counties; District Two—M. T. Adkins at Durham; Dur-

(Continued on page 6)

Origin-Destination Study Made

by

J. S. BURCH

"WHERE ARE you coming from, Please? Where are you going? Thank You" became familiar questions to Raleigh motorists who were stopped during a recently-completed origin-destination survey.

The survey, started in mid-April and completed in May, was conducted by the Statistics and Planning Division.

Many a driver may have wondered: What's the purpose of an origin-destination survey?

Since future highway and street plans are projected on the basis of "traffic demand", an origin-destination survey is made to show definite "traffic demand" patterns.

Such basic questions as how many trips? How many intracity ones? What routes do they follow? What parts of the city do they come from and go to? are answered by the survey.

Suppose an expressway is proposed such as the Dawson Street project in Raleigh, Independence Boulevard in Charlotte, Lee Street in Greensboro or West Patton Street in Asheville. How should it be designed? How much traffic will use it? Where will traffic enter and exit? Where should interchanges be planned and of what character? Again, the "traffic demand" pattern of an origin-destination survey gives the answers.

Only through trips—a very minor portion of all total trips in a city—can be by-passed. Most trips go into or out of the city, or have both ends within the city limits and such traffic is not served by a by-pass.

Why record the short trips which start and end in the city? Because a short trip car is as big a "traffic unit" as a New York-to-Florida trip car. Both take up the same amount of road space. Each adds equally to traffic congestion. Short trips within a city far outnumber the through trips.

Information is easily available on the *volumes* of traffic, since the Highway Commission's traffic count machines record this regularly. An origin-destination survey goes far beyond mere traffic counts. The basic information needed concerns the "traffic demand" in terms of *where* drivers wish to go, based upon the origin and destination of their trips.

An origin-destination survey, made in 1945 in Raleigh, showed that many road improvements were necessary. As a result, US 64 through Longview Gardens was widened, Western Boulevard was double-tracked, the Raleigh-Durham highway was graded for dual-laning and South Wilmington Street was extended as a wide boulevard. The need for the current Dawson Street project, to funnel residential traffic in and out of the business district, was evident from that survey. Since 1945, several one-way street patterns have been developed and highway routings have been changed.

In April of this year, about 30 local Raleigh residents who know their city's streets were hired temporarily as "interviewers". About 50 "interview stations" were set up at carefully selected points around the edges of the city, around the business district, and at intermediate points between the center and the city limits. For one full day, at each of these stations, all drivers were stopped and asked: "Where are you coming from? Where are you going?"

Traffic Analyst Leroy V. Jay of Statistics directed the work of the "interviewers."

City Police and State Highway Patrolmen assisted in maintaining traffic order and safety. A card was handed each driver which read: "We are asking for information on traffic movements in this vicinity, in order that we may best plan highway and street improvements to serve this community. Please give our man the true facts on this trip. You will not be detained longer than about one minute.

"We are not asking for your name, and we are not taking your license number. We will appreciate your cooperation. Thank you."

The stations were not used for law enforcement purposes.

Public cooperation was excellent. Officials received only two complaints from any interviewed driver. The "interviewers" were drilled to be brief but courteous to each driver.

The local newspapers and radio stations helped to inform the public about the survey. About 160 civic clubs made announcements about the survey.

Thanks to advance information and courteous treatment, the public cooperated.

The U. S. Bureau of Public Roads and the City of Raleigh joined the State in financing and conducting the survey. The data on the 85,000 trips is being put on punch cards for machine analysis.

The final report will be ready this summer.



"Interviewers" briefly quiz Raleigh Motorists for an origin-destination survey made by the Statistics and Planning Division. This shot was made one morning on Hillsboro Street.

Proudley Speaks

CHIEF MATERIALS Engineer C. E. Proudley gave a talk on the "Construction Features of the Ridgecrest-Old Fort Road" to the Tennessee Valley Section of the American Society of Civil Engineers at their annual meeting in Asheville, May 15-16.

About 75 engineers representing the sub-chapters in Asheville, Chattanooga, Holston, Knoxville, Muscle Shoals, and Oak Ridge attended. Division Engineers W. M. Corkill and G. G. Page were present.

Pete Bourke showed a motion picture of the work underway on the relocation of US 70 from Ridgecrest to Old Fort.



Highway Chairman Graham beams approval as Charles McCrary presents D. B. McCrary Award to W. Lloyd Cutting. The attractive lady on the right is Mrs. Cutting. Picture made by H. K. Witherspoon.

Cutting Wins McCrary Award

IN MAY, W. Lloyd Cutting, 56-year old building construction superintendent for the Bridge Maintenance Department, was named winner of the 1952 D. B. McCrary Award for outstanding service to the State Highway Commission.

In announcing Cutting's selection as the 1952 McCrary Award Winner, Highway Chairman Graham said:

"I am indeed happy that W. Lloyd Cutting has won the D. B. McCrary Award for 1952. Mr. Cutting has done many difficult jobs for the State Highway and Public Works Commission and through the years, the savings to the State of North Carolina that have been effected by the efficient handling of many building and rebuilding jobs has been a large item.

"No job of building or reconstruction of existing buildings is too complicated or involved for Mr. Cutting to accomplish, and the influence that he has exerted over prisoners and the effect of his influence with these prisoners has been a splendid example of what rehabilitation can accomplish."

Chairman Graham presided over the presentation which was held May 29 at noon in the auditorium of the highway building. First, he recognized the 14 new commissioners and then, he called on Charles McCrary to make the award to Cutting.

Cutting was picked for his outstanding work in supervising prison labor in the construction of the following projects:

Fire-proofing and remodeling Central Prison, building the industry and warehouse buildings at Central Prison (including the cold-storage plant and the new warehouse for the Division of Purchase and Contract), the Prison Apartments on Morgan Street in Raleigh, new division office buildings, the Bridge Maintenance warehouse at the Raleigh Equipment Depot, and equipment and maintenance shops for the various divisions.

In the construction of all these buildings, Cutting took prison labor and gave them vocational training as carpenters, brickmasons, electricians, plasterers, concrete finishers, plumbers, steam fitters, steel erectors and mechanics. Men trained by Cutting have been fitted to find employment upon their release from prison.

The joint nomination by State Bridge Maintenance Engineer C. B. Taylor and Prisons Director Walter F. Anderson said:

"We commend Cutting for the opportunity he has given men in prison to receive this type training, for his understanding of the men assigned to him and for his sacrificial service in teaching and training them."

Cutting, a Statesville native, has lived in the State all his life. He has been employed by the State Highway Commission for the past 22 years. A veteran of World War I, Cutting is a member of the American Legion and 40 & 8. He is a member of the First Baptist Church of Statesville. His wife is the former Cora Bell McHone. They have one daughter, Mrs. Dorothy Cutting Schroeder.

In recommending Cutting for the McCrary Award—given by highway employees in honor of the late D. B. McCrary of Asheboro, Highway Chairman from 1941 to 1943 — Taylor and Anderson summed it up:

"We believe the services rendered the State Highway and Public Works Commission during these past 22 years, the tremendous savings made to the State through the construction of necessary buildings to carry out the purpose of the State Highway and Public Works Commission and the Prison Department and the opportunities afforded men in prison for vocational training amply qualify him for the McCrary Award."

They cited Cutting as a "faithful, loyal and energetic employee."

Vance Baise Passes

WADE VANCE BAISE, 56, State Highway Engineer of the Commission from 1935 to 1949, died June 13, at his home in Raleigh.

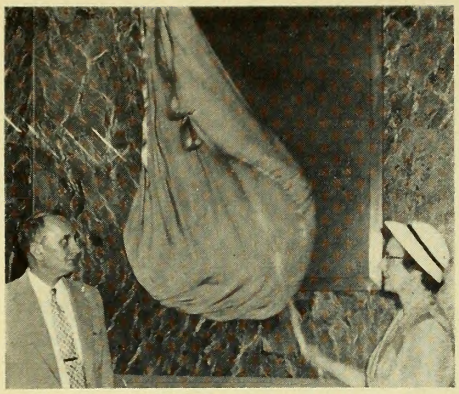
He was born October 22, 1896, in Pelham. He was educated in the Pelham schools and Mars Hill College. In 1920, he graduated from N. C. State College. He immediately began work with the State Highway Department as a draftsman.

He rose steadily as squad leader, assistant engineer and then became chief draftsman in 1922. In 1931, he was promoted to Federal contact engineer, and in 1932, he became assistant state highway engineer. Upon the death of John D. Waldrop in 1934, he became acting chief engineer until he was named chief engineer in 1935.

Mr. Baise was general manager of the State Asphalt Association when he died. He was a member of the Methodist Church, the Theta Tau Engineering Fraternity, the Rotary Club, and was a former president of the N. C. Society of Engineers and the Raleigh Engineering Club.

Funeral services were held from the Edenton Street Methodist Church. Burial was in Montlawn. Pallbearers were T. V. Fahnestock, L. W. Payne, Edward Cothran, Robert Hairston, Jr., S. C. Austin, and W. Trent Ragland.

Surviving are his wife, the former Rachel Mitchell; three sons, W. Vance Baise, Jr., of Burlington, and William W. Baise and Donald G. Baise of Raleigh; and one daughter, Virginia C. Baise of Raleigh.



Frank Page watches as his sister, Clara Page (Mrs. E. T.) Harrison, unveils plaque to their father, Frank Page.

Plaque Dedicated

A BRONZE PLAQUE commemorating one of North Carolina's outstanding pioneer roadbuilders was unveiled in the lobby of the new highway building in Raleigh, April 30.

Dr. Henry Jordan presided over ceremonies dedicating the Frank Page Memorial Plaque.

Dr. Edwin McNeil Poteat, pastor of Raleigh's Pullen Memorial Baptist Church, gave the invocation.

Dr. Jordan read a joint resolution of the 1935 legislature directing that a plaque in memory of Frank Page be placed "either in the corridor of the Capitol or a highway building when built." An appropriation of $500 was made for this plaque.

Jordan then recognized former commissioners present for the ceremonies. The following men, with their years on the Commission, were recognized: T. F. Hickerson of Chapel Hill, 1915-19; J. C. McBee of Bakersville, 1921; W. A. McGirt of Wilmington, 1921-31; Luther Hodges of Leaksville-Spray, 1933-37; E. F. Allen of Lenoir, 1933-37; T. Boddie Ward of Wilson, 1937-41; Sam M. Bason of Yanceyville, 1937-41; D. C. Barnes of Murfreesboro, 1937-41; John N. Hackney of Wilson, 1941-49; George W. Kane of Roxboro, 1941-49; James A. Bridger of Bladenboro, 1945-49; D. Reeves Noland of Waynesville, 1945-49; Mark Goforth of Lenoir, 1949-52; and George D. Richardson of Raleigh, 1952.

Jordan also recognized the late Vance Baise of Raleigh, State Highway Engineer from 1933 to 1949.

Frank Page's son and daughter—Frank Page of Falls Church, Va. and Clara (Mrs. E. T.) Harrison of High Point—were recognized. Frank Page's sister, Miss Mary Page of Aberdeen, was present.

Jordan then introduced E. B. Jeffress of Chapel Hill, the only former highway chairman who could be present. Jeffress was highway chairman from 1931-34. He cited Page's "duty to public service."

Lt.-Gov. Luther Hodges then spoke briefly.

Jordan introduced Dr. Poteat who read his funeral oration at Page's funeral in 1934 in Aberdeen. He spoke on "Character Pays." He listed Frank Page as a "superior person with qualities of benevolence, integrity, courtesy, wisdom and action."

The invited guests then adjourned to the lobby for the unveiling of the plaque which reads:

"Frank Page, 1875-1934, Chairman, State Highway Commission, 1919-1929.

"His response to an unprecedented challenge made North Carolina one of the first American States to build an integrated system of highways drawing more closely together the people of one hundred counties.

"By his leadership, his wisdom, his integrity and fidelity, he set an example of distinguished service faithfully emulated but never surpassed.

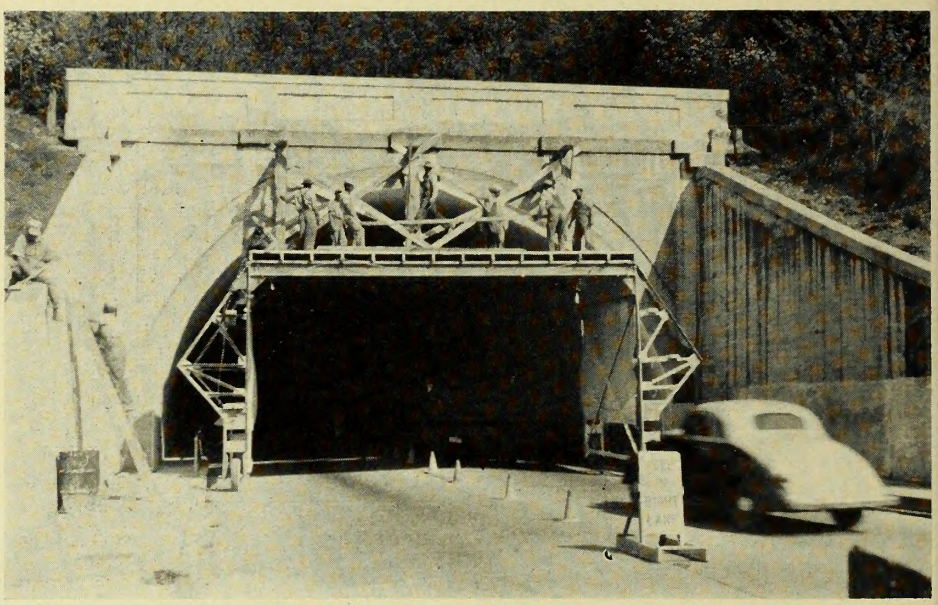
"His organization of highway craftsmen endures as his living memorial."

Page was a roadbuilder of national prestige who served as president of the American Association of State Highway Officials, president of the American Road Builders' Association; and Chairman of President Herbert Hoover's Highway Safety Council. President Calvin Coolidge appointed him a member of a five-man delegation to attend the Pan-American Road Congress which was held in 1925 in South America.

Page was a president and director of the Raleigh Chamber of Commerce. He was also president of the Raleigh Rotary Club.

Upon his retirement from highway work in 1929 until his death in 1934, he was a vice-president of the Wachovia Bank and Trust Company.

Beaucatcher Tunnel Repaired



WHEN THE ceiling of the Beaucatcher Tunnel in Asheville needed repairs and fresh paint this spring, bridge maintenance superintendent F. S. Yount was called in to do the job.

He faced a two-fold problem in painting the ceiling of the 1,200 foot tunnel: How to keep traffic moving while the repairs were made and how to protect his workmen at the same time.

First, a rolling scaffold with four 16-inch wheels to span both traffic lanes was made. The top of the scaffold was floored solid with plywood. The platform gave the workmen standing room and neither paint nor material could fall on traffic underneath. A canvas curtain was hung on each side of the scaffold to protect traffic from damage.

Then the crew wirebrushed the ceiling. Next all cracks were cleaned and cut deep and large enough for insertion of copper drain pipes. The pipes were then covered with concrete. The pipes will funnel off excess water and prevent large icicles from forming next winter.

Two coats of Master Tex were brushed on by six men on top and three men on each side. The tunnel was lighted by exposed wire so the current was cut off to protect the workmen. Two D-C generators furnished light for the workmen and red danger lights—to warn the travelling public—on the rolling scaffold.

With heavy traffic passing underneath, the workmen were especially watchful of car fumes. Not a single accident occurred.

J. C. Walker, city engineer of Asheville, cooperated in the project.

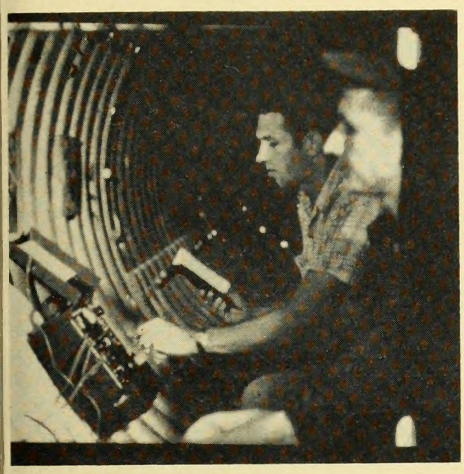
Strain Gauges are Tools of Research

by

J. R. BRANDON and J. P. PENDERGRASS
Laboratory Technicians III

Barely larger than a postage stamp, the SR-4 strain gauge is an amazing device used by the Research Department of the Division of Materials for stress analysis. The gauge can be used to measure static or slowly varying strains, strains resulting from impact loads, and dynamic strains with frequencies up to 50,000 cycles per second. It is capable of detecting movements of one-millionth of an inch.

The principle of the SR-4 strain gauge is very simple. Fundamentally it is a length of fine copper-nickel wire arranged in a grid and bonded to a special paper base. The wire, of course, is the strain-sensitive element.



Jim Brandon and Wiley Stephenson, of the lab, test strain on pipe under a 173 foot fill on the Old Fort-Ridgecrest job.

As used, the gauge is securely bonded with nitro-cellulose cement to the specimen to be tested. When stress is applied to the gauge, it is strained or deformed—in either tension or compression—the same as the test piece. Strain may be defined as change of length per unit length; stress is defined as applied force per unit area.

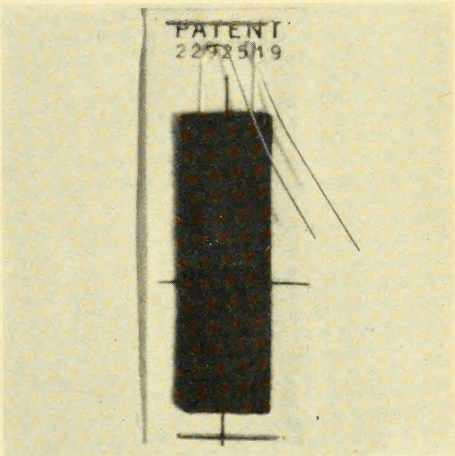
Under field conditions or when exposed to excess moisture, the strain gauge must be completely waterproofed, the method varying with the specific requirements. Usually a combination of sheet rubber, rubber cement, petrolatum, and plastic roofing putty is used for field installation, while in the laboratory a coating of Cerese or Petrosene wax is usually sufficient.

To measure strain, a small electric current is passed through the strain gauge. Change of resistance of the wire varies with the applied strain or change in length of the wire. This change in resistance, measured in micro-inches per inch by appropriate instruments, is a very accurate measure of the strain, and consequently, the stress or load. Measuring instruments that may be used to record strain are a simple potentiometer, a good Wheatstone bridge with a sensitive galvanometer, or an electronic strain indicator. The latter is used by the Research Department. For recording dynamic strains, an oscillograph or an oscilloscope must be used.

At present, laboratory technicians of the Research Department, under C. E. Proudley, Chief Materials Engineer, and the immediate supervision of A. D. Morgan, Materials Research Engineer, are engaged in several projects utilizing SR-4 strain gauges. On State Project 8521—the relocation of US-70 between Old Fort and Ridgecrest—strain gauges were installed in a 66-inch corrugated metal pipe. This pipe is 576-feet long and is covered by 173 feet of fill—the highest highway fill in the United States. Strain gauges are being used in the pipe to determine its behavior under this tremendous load. Measurements of strains have been taken at frequent intervals since the culvert was first assembled and are to be continued for a period of years. Strains developing in the pipe as the fill continues to settle may thus be observed and analyzed.

In addition to the metal pipe research, strain gauges are being used both in the field and in the laboratory to determine stresses produced in concrete pavements by temperature and moisture content

Continued on page 6)



This tiny bit of felt is the heart of a strain gauge. The strain gauge, though small, can do a man-sized job when properly used.

W. Guy Hargett Dies

FORMER Highway Commissioner W. Guy Hargett of Richlands died of a heart attack June 8.

Appointed commissioner of the old Second Division by former Governor Scott in 1949, he served until May 1, 1953.

Hargett, 57-year old farmer and tobacconist, was an alumnus of State College and a leader in Jones County affairs. He helped organize the Kinston Production Credit Association and served for several years as one of its directors. He was one of the organizers of the Jones-Onslow Electric Membership Corporation and served as its secretary-treasurer.

For 16 years, he was a member of the Jones County board of county commissioners, and he served as chairman of that body for several years. For six years, he was a member of the State Board of Agriculture. He also was assistant manager of the Farmers' Cooperative Warehouse at Kinston, a Mason and member of the Sudan Temple and a member of the board of stewards of the Richlands Methodist Church.

A successful farmer, he owned and operated a 2,000-acre farm, raising cattle and tobacco.

Survivors include his wife, Mrs. Ridie Ward Parker Hargett; a son, William B. Hargett of State College; and a daughter, Mrs. Richard Smith of Kinston.

His many highway friends extend their deepest sympathy to his family.

Personnel Director Named

IN MAY, Earl Crump was appointed director of personnel for the Highway Commission.

Crump had been assistant division engineer of the old Fourth Division at Wilson since 1941. A State College alumnus, Crump is best known for his splendid work with the State Highway Employees Association. He is a former president of the NCSHEA. His past experience in highway problems amply qualifies him to serve well as our director of personnel.

NEW COMMISSION

(Continued from page 1)

ham, Granville, and Person counties.

Sixth — headquarters, Fayetteville; L. E. Whitfield, division engineer; J. W. Spruill. assistant; District One—E. L. Green at Whiteville; Bladen and Columbus counties; District Two—Sam M. Wilson at Lumberton; Robeson, Cumberland and Harnett counties.

Seventh—headquarters, Greensboro; T. A. Burton, division engineer; P. L. Welch, assistant; District One—L. H. Gunter at Graham; Alamance, Caswell and Orange counties; District Two—W. W. White at Greensboro; Guilford and Rockingham counties.

Eighth — headquarters, Asheboro; T. G. Poindexter, division engineer; A. J. Hughes, assistant; District One—E. T. Brame at Sanford; Chatham, Lee, Moore, Hoke and Scotland counties; District Two—John G. Hall at Asheboro; Montgomery, Randolph and Richmond counties.

Ninth — headquarters, Winston-Salem; Z. V. Stewart, division engineer; R. B. Fitzgerald, assistant; District One—George Rike at Salisbury; Davidson and Rowan counties; District Two—R. L. Chew at Winston-Salem; Davie, Forsyth and Stokes counties.

Tenth — headquarters, Albemarle; M. E. Beatty, division engineer; J. G. Bright, assistant; District One—T. F. Royal at Wadesboro; Anson, Stanly and Union counties; District Two—H. M. Burgin at Charlotte; Mecklenburg and Cabarrus counties.

Eleventh — headquarters, North Wilkesboro; J. H. Councill, division engineer; J. E. Doughton, assistant; District One—C. G. Ashby at Elkin; Alleghany, Surry, Wilkes and Yadkin counties; District Two—C. A. Hayworth at Lenoir; Ashe, Avery, Caldwell and Watauga counties.

Twelfth—headquarters, Shelby; L. B. Peck, division engineer; E. L. Kemper, assistant; District One—H. H. Weaver at Shelby; Cleveland, Gastonia and Lincoln counties; District Two—P. D. Miller at Statesville; Alexander Catawba and Iredell counties.

Thirteenth—headquarters, Asheville; W. M. Corkill, division engineer; J. T. Knight, assistant; District One—W. W. Wyke at Marion; Burke, McDowell and Rutherford counties; District Two—B. S. Connelly at Asheville; Buncombe, Madison, Mitchell and Yancey counties.

Fourteenth — headquarters, Sylva; G. G. Page, division engineer; C. W. Lee, assistant; District One—P. J. Dupree at Hendersonville; Haywood, Henderson, Transylvania and Polk counties; District Two—E. L. Curtis at Bryson City; Cherokee, Clay, Graham, Jackson, Macon and Swain counties.

"The Governor," his office said, "has devoted a great deal of his time and conferred with delegations from a number of counties before selecting the 14 Commissioners and the Chairman (of the Commission). He feels that he has a Highway Commission composed of men of character and business experience whose service will prove a credit to the State of North Carolina."

First Division Commissioner Winslow, a former Perquimans County Sheriff and former State Senator, is a hardware merchant and oil distributor.

Hicks, commissioner of the Second, is a Greene County merchant and former chairman of Greene's county elections board.

Trask of the Third is a Wilmington businessman and New Hanover County farmer.

Robinson, Fourth Division commissioner, is a manufacturer and operator of extensive farming interests and a former chairman of the Wayne County board of county commissioners.

Donnie A. Sorrell of the Fifth is a garage operator and dealer in automobile parts, an active Durham civic worker and former president of the Durham Chamber of Commerce.

Hasty of Maxton is a businessman, farmer and chairman of the Robeson County board of county commissioners.

John "Jack" Van Lindley is a nurseryman, member of the executive committee of Jefferson Standard Life Insurance Company and former member of the Greensboro City Council.

Lockey of the Eighth is an executive of the Aberdeen and Rockfish Railroad and past mayor of Aberdeen.

James A. Gray, Jr., official of the Piedmont Publishing Company and president of the Board of Trustees of Old Salem, Inc., is personnel manager of the Winston-Salem Journal-Sentinel.

James A. Hardison of Wadesboro formerly served on the Commission from 1933 to 1937 during the Ehringhaus administration. Hardison is a classmate and long-time friend of Governor Umstead. Hardison is an oil distributor.

W. Ralph Winkler of the Eleventh is a well-known Boone businessman and automobile dealer.

June F. Scarborough of the Twelfth is an oil distributor and Statesville civic leader.

J. F. Snipes of Marion of the Thirteenth is president of the McDowell Building Loan Association, former chairman of the Marion School Board and former chairman of the McDowell County board of County Commissioners.

Harry Buchanan of the Fourteenth Division is a former Mayor of Sylva. He has been president in the past of the Sylva Chamber of Commerce and the Hendersonville Chamber of Commerce. Since 1932, Buchanan has been City Manager of the North Carolina Theatres, Inc.

On Thursday morning, May 14, the 14 members of the Commission were sworn in by Associate Justice J. V. Barnhill of the State Supreme Court in the Hall of House.

RAIN MAKER

SOME FOLKS in the rural areas think that road work causes rains to come (which it usually does.)

Maintenance supervisor Pete Justus received such a request last spring: "The road on the lower end of Jack's Fork and the farming land near by are getting very dusty.

"If you will have the road scraped all the way through, the rains will come in time to plant 'taters.' "

Strain Gauge

(Continued from page 5)

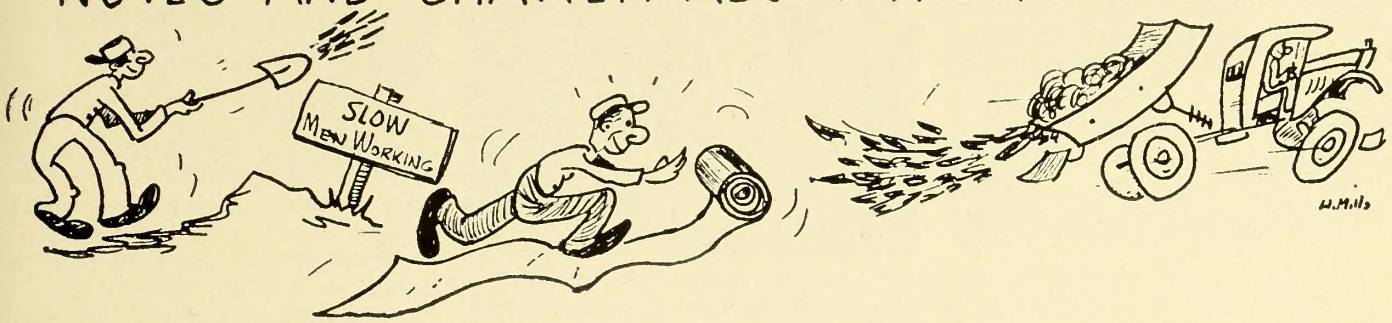
variations. Also, tests are being made to determine the effects of temperature changes on various mineral aggregates in the laboratory.

New uses of SR-4 strain gauges are brought to light every day. Possible uses of this sensitive instrument as an aid in studies of highway and bridge construction are being constantly explored. The Research Department tentatively plans to utilize these gauges as experimental weighing devices and in continued research on aggregates and other highway construction materials.

Made by the Baldwin Locomotive Works of Philadelphia, Pennsylvania, the SR-4 strain gauge, small though it may be, when properly used can do a man-sized job.

TAR WHEELS

NOTES AND CHATTER ABOUT HIGHWAY PEOPLE



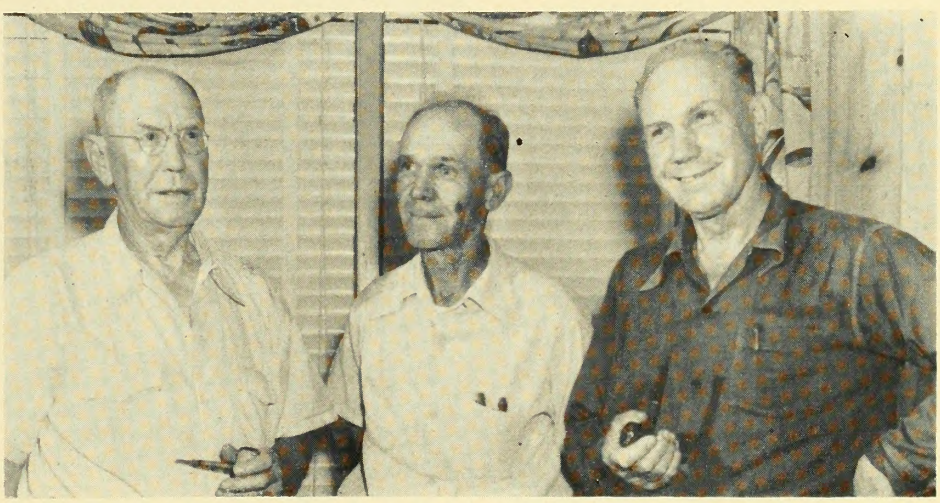
HEADQUARTERS

UP IN THE BRIDGE Department two men — *Tommy Wood* and *Robert R. Trevathan, Jr.*, — are back on the job after military service . . . *Tommy* spent two years in the European Theatre; *Robert* saw action in Korea . . . *Bobby Hastings, Dale S. Jones,* and *Adli Alliss* (an instructor at State College) are working in the drafting room this summer . . . *C. J. Berthel* was out sick, but we're glad that he's back now . . . *Kate* and *Murray Howell* are the proud parents of new baby boy, Murray, Jr. . . . *Howard W. Shelden,* who retired recently, has gone to California . . . *George Stradley* vacationed recently in Virginia . . . The *J. W. Colliers* have another son, John Stevens, who was born June 12.

IN BRIDGE Maintenance, steno *Dixie Ferguson* resigned July 1 . . . *Becky Griffin,* a former employee, replaces her . . . *Ralph Carroll* and *Charlie Biggs* report a successful fishing jaunt to Buggs Island one week-end . . . *Martha and Charles Enscore* spent two weeks at Myrtle Beach; *Pam and Joe Connelly* joined them for a week-end . . . *Jess Markham* had an operation on his heel; he's on crutches but is on the job . . . *Julia* and *B. S. Jenkins* took time off to fish in the Neuse River.

IN ROADWAY, *Lillian Sorrell* and her husband spent a cool week-end in the mountains . . . *William Barkley* spent a week in New Orleans with his sister . . . *Jimmy Coiner* also vacationed in New Orleans . . . *A. L. Midyette* attended the June graduation of his son, Norfleet, from the University of Georgia; Norfleet is now a doctor of veterinary medicine . . . *Tom Park's* daughter, Frances Moring, recently had a minor operation . . . *"Town" Hall* vacationed at Holden's Beach . . . *Fred L. Barnes* and *Andrew L. Clement* are new permanent employees; *Ted Potts, Amos Bullard, Robert T. Hayes, George Holland* and *Wyatt Bell* are working temporarily.

THE LOCATION Department has five new permanent employees: *Beverly W. Ball, James V. Connor, William E. Grady, William F. Peabody* and *James R. Whisnant* . . . *Graham W. Bostic, George A. Brinkley, Jr., Ralph N. Carroll, Jr., John D. Edwards, Jr., James H. Fleming, Joseph R. Lucas, Jr., Heath L. Pemberton, Jr., Fred A. Powledge, J. C. Smith, Bryant K. Wicker,* and *John D. Wray* are working temporarily . . . *Louise High* plans to take a one week vacation in July . . . The new lithographed county maps, revised to January, 1953, should be available about the middle of July . . . Senior locating engineer *Herbert Chappell's* wife



The Yonnt Brothers, from left, Otto F. of Hickory, Homer R. of Olivia, and Floyd S. of Hickory, have given all together almost 100 years of useful service to the State Highway Commission. Otto and Floyd started their work when the Commission was first organized. Otto was a bridge construction superintendent; Floyd succeeded him when Otto left briefly on an Edgecombe County project. Homer has been a bridge inspector for many years. In 1949, Otto retired. Floyd is still a bridge maintenance superintendent.

Otto F. Yonnt, 73, died June 18, of a heart attack at his home in Hickory. Among other projects, he supervised the construction of both the Trent River and the Neuse River bridges at New Bern, the addition of the two top stories of the old State Highway Building in Raleigh, and the construction of the old equipment depot—"truck patch"—on the State Fairgrounds. For many years, he was superintendent of roads for Edgecombe County. Otto F. Yount was awarded the 1947 D. B. McCrary Award for outstanding work and meritorious service.

He is survived by his wife, Mrs. Minnie O. Yonnt; two sons, O. F. Yonnt, Jr., and M. P. Yount of Rocky Mount; four daughters, Mrs. D. L. Rink, Mrs. H. J. Seabock, Mrs. Johnny Lineberry, all of Hickory, and Miss Louise Yount of Fayetteville.





Last issue through a mix-up on the editor's part, we credited the wrong little boy to Jesse and Janie Wilson. To set the record straight, their son, John Coleridge Wilson, is on the left.

On the right is Al Smith, 14 month-old son of Mr. and Mrs. J. W. Smith. Al is the youngest of their five children. His dad, Jay, is a field mechanic with the equipment department in Union.

recently had a major operation in Watts Hospital.

THE PARKING LOT, back of the new highway building, has now been paved with asphaltic concrete . . . The spaces have been numbered and assigned.

BOB BURCH'S secretary, *Ruth Parkerson*, was recently elected secretary of Raleigh's Business and Professional Women's Club . . . She attended the BPWC State Convention in Blowing Rock.

THE FOLKS in Statistics were saddened by the death of *Bill Sedberry*, May 31 . . . He had been with the Commission for several years . . . He is survived by his wife, Mrs. Dorothy Linehan Sedberry, and a son, W. B. Sedberry, III . . . *Mrs. Jo Birta Feroe* resigned in June to return to New York with her husband . . . *Dorothy Smith* is limping; she broke her little toe . . . *W. H. Taylor* spent a week in Murphy . . . *Gilfredo Gonzalez* and his wife are flying to Cuba for a three-week visit with his family . . . *Jim Maddrey* resigned to resume his engineering studies at State College . . . *Guy Farmer* took a week's vacation in June . . . *J. D. Bradford* spent a week at his old home in Boone . . . *Carl Wilson* has been sick in Rex Hospital.

OUR DEEPEST sympathy to *William R. Phelps* in the death of his mother and to *Graham Egerton* in the death of his sister, Mrs. Florence E. Underhill.

LANDSCAPE man *Worth L. Sorrell* took a week's vacation in June . . . *Kay Harris* marked her six- month work anniversary in June as a steno in the Landscape Department.

IN ACCOUNTING, Lucille Pittman is recuperating from a recent operation; *Helda Ray* is recovering from her illness . . . We hope to soon see both girls back on the job . . . *Ida Bell's* husband, Alfred, graduated in aeronautical engineering from State College; she's resigned to go with him on his job in Hartford, Connecticut . . . *Edith Crocker* and family plan to vacation at the beach . . . *Anne Winslow* and *Mary Price* are working temporarily.

RIGHT-OF-WAY Engineer *T. B. Wilson* came back from Florida but he had a setback so he's now in the Veterans Hospital in Fayetteville . . . *Peggy Taylor* vacationed for a week with her five roommates at Virginia Beach . . . *Hilda Russell* stocked up her deepfreeze with fresh fish; she spent a week, in May, fishing at Kure's Beach . . . *S. H. Shearin, Jr.*, spent a week-end at Carolina Beach . . . *Maddrey Bass*, right-of-way engineer in the old Third Division, has resigned to go into private business.

STATE EQUIPMENT Engineer *B. W. Davis* reports that he has four new division equipment superintendents: *W. B. Coley* at Wilmington, *J. E. Gregson* at Asheboro, *J. S. Zimmerman* at North Wilkesboro, and *Boyd Hamilton* at Sylva . . . His old division equipment superintendents will be located at the following places: *W. J. Davis*, Hertford; *J. L. McDonald*, Greenville; *G. A. Brinkley*, Wilson; *J. H. Alford*, Durham; *J. W. Upton*, Fayetteville; *D. B. Thomas*, Greensboro; *R. F. Hunter*, Winston-Salem; *P. R. McCorkle*, Charlotte; *J. F. Abernathy*, Shelby; and *R. L. Cox*, Biltmore.

THREE GALS in Equipment—*Margaret Scagroves, Frances Stephenson* and *Edith Williams*—have taken week-end jaunts to the beach.

DOWN in Highway Purchasing, *Chris Champion* and her husband spent ten days in Florida . . . *Bill Reaves* took his family to Florida for sun and rest . . . *Betsy Penny* is taking a leave of absence; *Jim Burch's* daughter, *Margaret*, will take her place for the summer . . . *Jim Potter's* wife is convalescing from a recent operation at Rex Hospital . . . *Betty Wilkins* recently passed her five-year work anniversary.

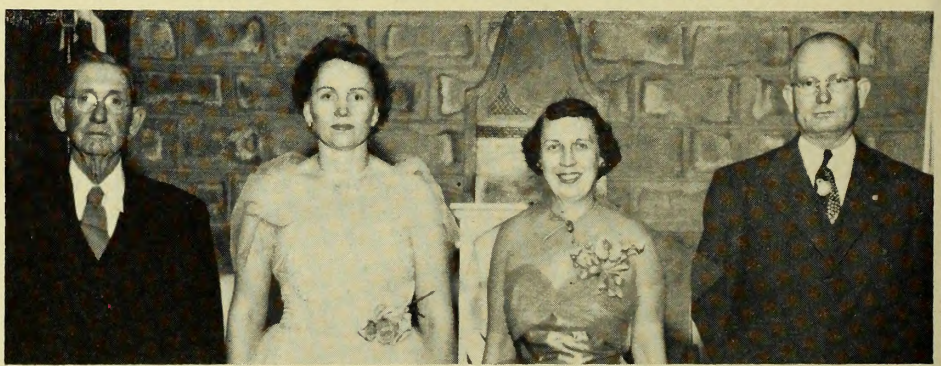
A LEISURELY afternoon of fishing was recently interrupted for *John Morson* when a snake jumped in his boat . . . You'll have to see him for the details.

IT'S GRAND to see *Barbara Sykes* back in the legal department . . . *Lib Lucas* filled in while she was recuperating in Florida . . . *Virginia Lyons* is mighty proud of her brand new niece and namesake, Virginia Amanda Wyatt.

LOUIS PAYNE'S secretary, *Avis Knight*, has returned from a week at Wrightsville Beach with her son and his family.

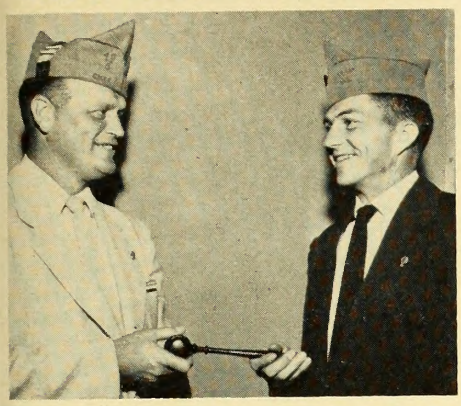
OVER in the lab, *Pete Bourke* and his wife spent two weeks at Carolina Beach . . . *Lucille Crawford* is back from a visit with her sister, Peggy, in New Mexico . . . *F. S. Hardy* has been sick in Rex Hospital . . . The girls in the front office are de-

Officers of Stokesdale Eastern Star



Auto parts supervisor Charlie Heywood Goodwin, on the right, was recently elected Worthy Patron of the Stokesdale Chapter of Eastern Star. Goodwin works in the old Fifth Division garage at Greensboro. His fellow employees are glad to see him receive this high honor.

New Chief de Gare



Harry Long, on the right, as newly-elected Chef de Gare of Voiture 1400 of Forty and Eight, receives the gavel of his office. Harry is also chairman of the Meeklenburg Chapter of NCSHEA.

lighted with the new light green painted walls.

BRIDGE engineers *T. B. Gunter, Jr.*, and *L. C. Dillard* attended a bridge committee meeting of the AASHO in Birmingham, Alabama, June 22-24.

AT THE RALEIGH Equipment Depot the following men have 30 or more years of highway service: *D. A. Dickens, B. F. Allen, T. R. Buchanan, Z. D. Bunch, D. H. Jones, Excell Phillips, James C. Smith, Grover B. Woodell, H. M. Fralick, Henry C. Gillis, H. B. Holt, D. E. Matthews, J. L. Matthews, J. H. Page, R. C. Sedberry, R. B. Setzer, R. E. Shuffler, William H. Sloan, W. A. Tyson* and *S. I. Saunders* who retired in May . . . These folks have at least 25 years of service to their credit: *Charlie H. Allred, Frank E. Godbold, Jesse S. Hawkins, Minnie L. Hornbuckle, Erwin King, H. O. Layton, G. P. McGhee, J. C. Phillips, J. H. Bryson, H. E. Young, C. H. Mooneyham, George J. Moore*, and *James B. Ross* . . . These people have chalked up 20 or more years of service: *Frank R. Neville, James D. Roberts, J. M. Adams, R. E. Danielly, Nina Vera Graham, Echie Henderson, Walter R. Highsmith, Lewis E. Johnson, Everett W. Lassiter*, and *E. T. Pearce.*

MRS. ETHEL (FRED) JONES was an attendant in her brother's June wedding in Winterville.

THE FOLKS on the north side of the second floor gave a surprise cake and coke party for Joe Crawford on the day before he left his highway work.

FEDERAL Contact Engineer *R. R. Trevathan* and his wife celebrated their twenty-fifth wedding anniversary at a lovely reception, June 12.

DIVISION TWO

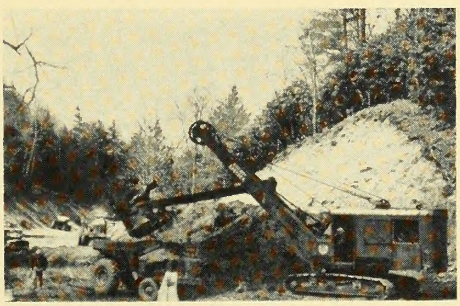
FOUR NEW citizens were recently born in the old Second Division . . . Junior right-of-way engineer *Richard Grantham Gregory* and his wife, Ann, are the proud parents of an eight-pound boy who was born May 25 . . . The *Grady Luptons* announce the birth of a son, Grady, Jr., April 23 . . . *Mr. and Mrs. R. L. Woolard* have a new baby who was born May 16 . . . The *Woodrow W. Clarks* announce the birth of a daughter, Freddie Jean, on May 27.

JOHN THOMAS TYSON, Clerk I, is a new employee in the stock room with the equipment department.

ASA MOORE, section foreman in Pitt County, is at his home in Winterville recuperating from an operation . . . *Joe Hamilton, Jr.*, of Columbia is back at work after an illness of three months.

SERVICE AWARDS were presented to the following: For five years, *William Lee Ebron, Clyde Laroque Gray, Julius Joyner, John Franklin Phillips, L. M. Comstock, J. M. Congleton, Jr., William H. Craddock, M. F. Gibbs, H. H. Hill*, and *M. L. McKeel* . . . For ten years, *Leon Bryant Cox, Dave Pegram, Preston Lamuel Fields, R. E. Lewis, F. M. O'Neal, J. E. Phelps*, and *D. E. Sawyer* . . . Fifteen years, *John Frederick Rouse, B. L. Gibbs*, and *Guy Gibbs* . . . For 20 years, *O. F. Austin* . . . For 25 years, *J. J. Gilbert, W. C. Peed*, and *A. J. Taylor* . . . For 30 years, *Lewis Forrest Waters.*

Under Construction



Resident engineer J. E. Terrell took picture of Link Belt Spreader in use on project 8135, McDowell-Burke. H. R. Stewart of Asheville is contractor.

WE'RE GLAD that *W. L. Norman* was able to return to work in May after a lengthy illness . . . *W. H. Blake* was recently out sick for a month . . . *E. L. Moore*, who has been out sick since March, was discharged from the Veterans Hospital at Kecoughtan, Virginia, in May . . . We're sorry that he had a relapse and had to return to the hospital.

TWO YOUNG couples celebrated six-month wedding anniversaries in June . . . The M. P. DeBruhls were married last December 6; the B. C. Wests of New Bern were married last December 13.

DIVISION THREE

VACATIONS . . . Resident engineer *W. M. Ingram* of Kenansville took a group of high school students on a trip to Washington, D. C. in May . . . They saw two home games of the Senators . . . The *E. C. Tyndalls* visited their daughter and son-in-law, Lt. and Mrs. R. F. Hasty, in Ft. Benning, Georgia, recently.

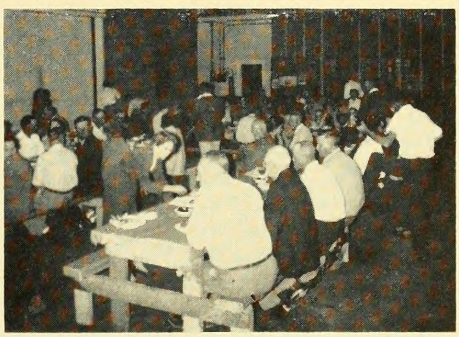
THE SICK LIST . . . Senior bridge foreman *Bob Travis* of Clinton has recovered from a serious operation and is now at work . . . *Lawrence Smith* of the lab in Fayetteville is back on the job after a two-month stay in the Veterans Hospital . . . *R. D. Brown* of the Construction Department in Kenansville is back in the hospital with a spinal disorder . . . Duplin County gang foreman *G. B. Brown* is convalescing at his home from a major operation in the Clinton Memorial Hospital.

SENIOR landscape engineer *James A. Saunder, Sr.*, of Burgaw had a "catty" experience . . . Before leaving on a trip to Fayetteville recently, Jimmy heard a cat's "meow" in his car . . . A thorough check of his car at the district shop and the division shop produced no cat . . . *J. V. Coley* investigated . . . Sure enough, he found a cat behind the mud deflector . . . Jimmy was relieved . . . At least, he wasn't just hearing things.

OUR SYMPATHY to the family of *A. L. (Roy) Griffin* of Cerro Gordo who died May 17 . . . *Griffin* retired in 1945 after 30 years service; he was maintenance supervisor in Columbus County.

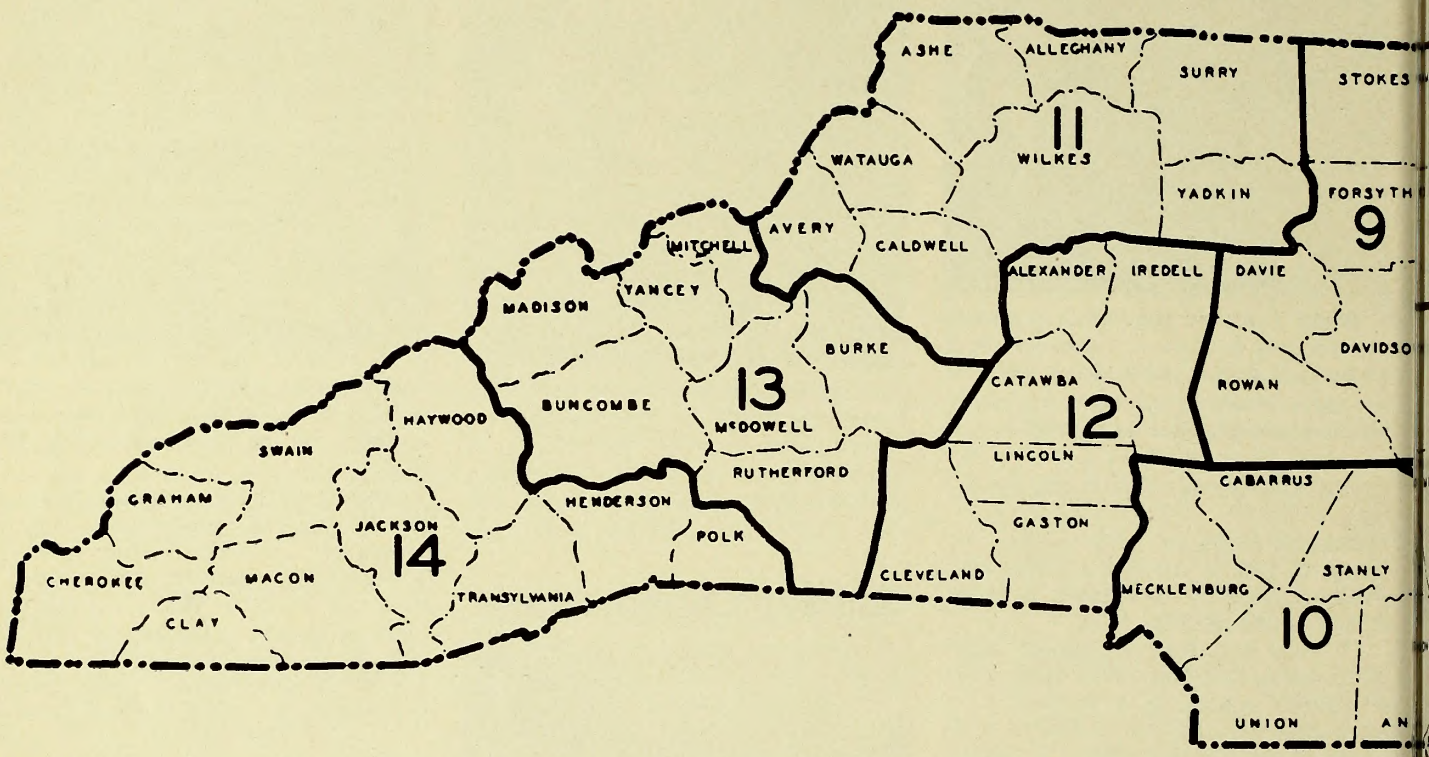
THE COLUMBUS County chapter of NCSHEA met May 29 at the highway shop in Whiteville . . . About 87 members and guests enjoyed barbecued chicken and catfish stew . . . Unit chairman *Sam Wilson* and Otis Banks were on hand . . .

NCSHEA Meet



The Duplin Chapter of NCSHEA held its regular April meeting at the highway garage in Kenansville. It was Ladies Night. About 90 folks attended. Fried chicken, with all the trimmings, was served. After dinner, square dancing was enjoyed.

Outline of the 14 highway divisions as set



NORTH CAROLINA

Editor Willard Cole of Whiteville's *News Reporter* was a guest . . . *Tyndall O'Berry* and *Dewey Hester* of Raleigh came down.

CONGRATULATIONS to Maintenance supervisor *B. T. (Mutt) Bordeaux* of Bladen County and section foreman *A. Q. Dew* of Columbus County on passing 30-year work anniversaries . . . Section foreman *Albert Wehrhahn* has completed 25 years service; *Lee Roy Woodlief*, supervisory foreman, 20 years.

MR. AND MRS. *J. E. Bullard* of Clinton announce the birth of a son, April 10, in the Sampson Memorial Hospital . . . *Bullard* is with the construction department.

DIVISION FOUR

WELCOME to *Jimmy J. Bishop* of Kenly . . . He's a new mechanic in the division shop at Wilson.

WHEN STENO *Alma Moore* vacationed up north recently, *Frank Martin* thought up this little poem:

"Alma's going to see her Tony,
She ain't walking, she ain't got no pony,
She's ridin' in style in a great big car,
'Cause the quicker she gets to her Tony,
the better off she are."

THE EARL CRUMPS vacationed in Michigan . . . The folks in the old Fourth will certainly miss their assistant division engineer now that he's been moved to the Raleigh office as director of personnel . . . They wish him much success and happiness in his new work.

COMMISSIONER Robinson recently visited the division office . . . The Fourth Division employees hope *Mr. Robinson* will enjoy being commissioner . . . They pledge him their services and cooperation.

A FORMER employee, Mrs. D. M. (Margaret) Howell of the Greensboro office, came by the division office recently . . . It was good to see her again!

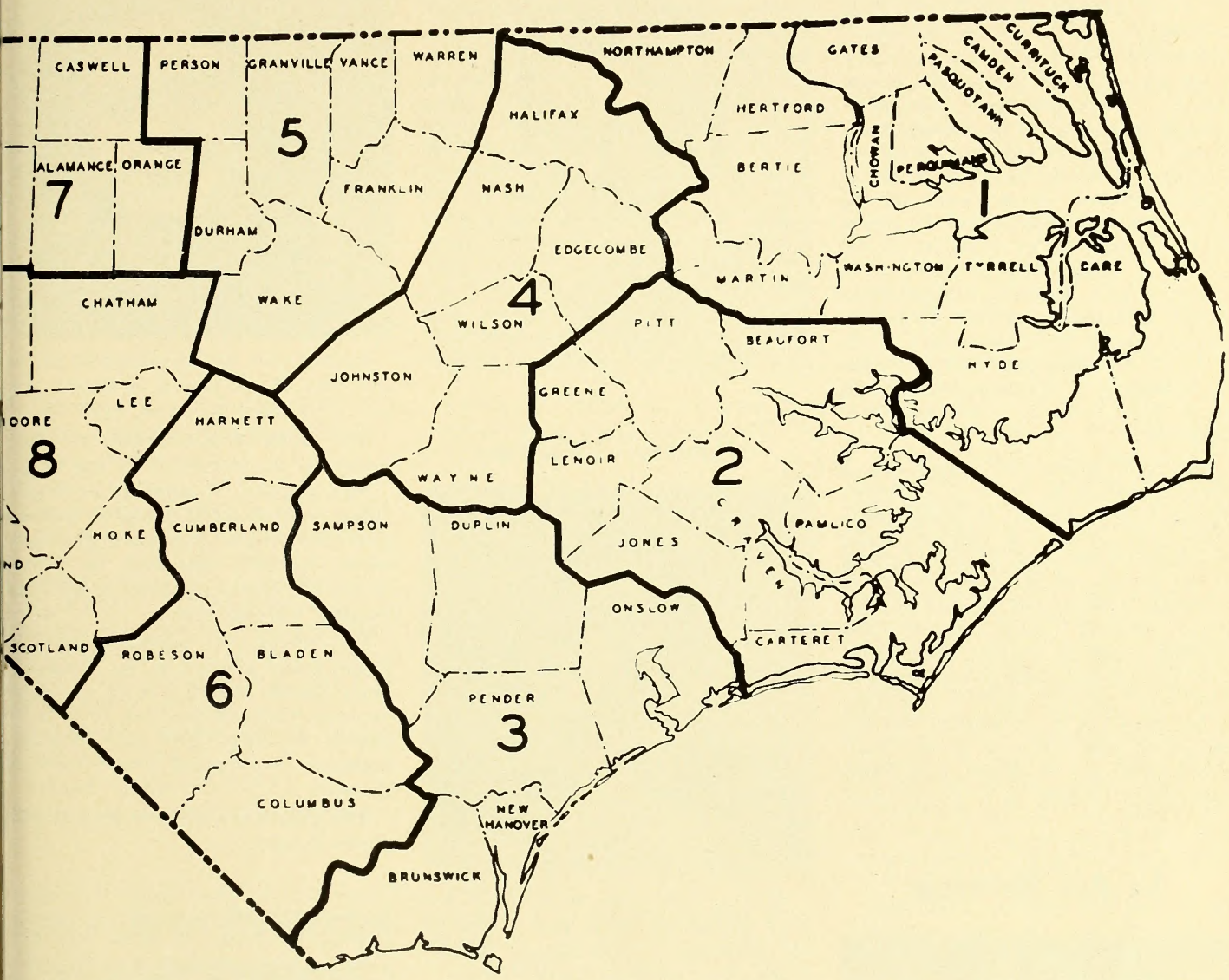
THE DAVE HANCOCKS have a brand new baby girl named Susan . . . The *Owen Etheridges* announce the birth of a boy on May 19 . . . Both *Dave* and *Owen* are with the location department.

STENO *Audrey Lamm* recently spent the week-end in Snow Hill with her aunt.

MR. AND MRS. *T. J. McKim* have returned from a short visit with relatives in New York.

IT'S GOOD to see *Charlie Wheeler* out of the hospital . . . He was in an accident several months ago . . . Prison guard *Claude H. Abbott* injured his back when he leaned against a rail around the guard tower, the rail broke, and he fell to the ground . . . We hope both men will soon be back on the job.

the Governor and a five-man study group



WORK was started May 25, on the last road in Nash County to be built under the bond program.

OUR SYMPATHY to the family of section foreman *D. H. Bone* of Wilson County who died April 11 . . . *Bone* had been with the Commission continuously since 1941 except for a one-year tenure in the Army . . . He is survived by his wife, the former Estelle Davis, and two daughters.

TWO MEN—*James J. Wester* and *Harold Young*—have returned to work with the Nash highway crew . . . *Wester* served two years with the Army Engineers in Iceland; *Young* was wounded by enemy artillery in Korea.

BILL HARRISON is back on maintenance after a stint with the Armed Forces in Germany.

THE E. T. COZARTS announce the recent birth of a seven pound, eight ounce baby boy, Michael Thomas . . . A son was born recently to *Mr. and Mrs. G. L. Perry* of Wake Forest.

THE WAKE COUNTY chapter of NCSHEA held its annual meeting and barbecue at the old shop on the fairgrounds, May 29 . . . Officers for the coming year were elected: *K. G. Andriessen*, chairman; *F. R. Hunter*, vice-chairman; and *S. B. Caviness*, secretary-treasurer . . . *E. N. Choplin, J. J. Johnson, L. O. King, L. S. Guy, R. A. Martin, Munn McLean, J. W. Bailey, L. A. Crook*, and *Howard Symes* were elected delegates to the State Meet this fall . . . *A. J. Maynard* and *K. L. Horton, Jr.*, were elected alternate delegates.

CONGRATULATIONS to those passing work anniversaries . . . 30 years: *F. M. Edgerton, T. J. McKim, H. T. Noell, C. W. Croom, C. H. Giles, S. O. Southall, Jr., F. W. Morse, W. P. Pearse, J. H. Smith*, and *A. W. Fowler*.

Twenty-five years, *E. A. Crump, J. V. Walter, C. R. Cherry, J. J. Cole, Jr., W. N. Holland, J. E. Joyner, J. E. Spence, Clyde Haskett, Paul Jackson, L. G. Murphy, G. W. Pruitt, W. G. Smith, T. D. Cannon, M. P. Yount*, and *W. J. Ezzell*.

Twenty years: *F. H. Edwards, W. H. Ellen, W. S. Powell, J. Burrell Connor, Mary Edmundson, Ivan Hardesty, L. O. King, C. B. Bullock, T. D. Grantham, Munn McLean, R. G. Abrams, S. M. Anderson, Henry Braswell, J. E. Carter, Luby Cook, W. E. Flowers, E. B. Godwin, R. W. Hawkins, E. Resley Hill, S. L. King, J. B. Manning, E. R. Skinner, Marvin Baker, George Deans, Joe F. Edwards, J. W. Evans, E. D. Herring, Arlando Hill, W. D. Hinton, Harvey Hollingsworth, Dilwyen Hollowell, Albert Kornegay, H. P. Pollard, A. N. Smith,*

M. D. Wallace, Henry Wiggins, W. H. Woodall, E. R. Adams, Richard Baker, C. L. Barlow, C. L. Cooley, H. M. Ferguson, Fred N. Goodwin, R. W. Gupton, J. B. Harris, C. E. Martin, A. M. Maynard, T. W. Mooneyham, B. G. Morris, P. G. Murphy, H. V. Pruitt, E. B. Stell, C. P. Styles, J. H. Thomason.

Fifteen years: *J. P. Brown, R. W. Dawson, P. A. Fulghum, Sidney F. Holmes, W. L. Kemp, S. R. Livesay, R. W. Moore, Karl G. Andriessen, Wade R. Brooks, Jr., W. E. Hawkins, Jr., T. O. Joyner, Herbert S. McDonald, W. M. Corbett, Willard Daniel, J. V. Kemp, Ernest Lamm, J. C. Overman, J. W. Savage, H. A. Turner, M. P. Yount, W. G. Daniels, Perry Hampton Jackson, Jesse Roland Johnson, James C. Massengill, Paul G. Smith, P. N. Breedlove, L. D. Bunn, O. L. Honeycutt, Clayton Howell, W. J. Lindsey, R. A. Martin, M. Z. Morris, O. A. Ross, Mabel T. Askea,* and *C. L. Carpenter.*

Ten Years: *Edgar Allen Bryant, Joseph Frank Martin, W. B. Barnes, P. J. Harper, Walter Mullins, Charles R. Narron, J. C. Peele, L. W. Perry, J. A. Radford, Jimmy Stallings, J. L. Womble, Lonnie W. Green, M. H. Boyette, Archie Blackman, E. E. Bordeaux, Jack Dawson, Kennon Jackson, Edgar Kearney, Davis Medlin, Paul Mitchell, Randolph Nichols, Paul Chalk, P. D. Ellis, E. E. Faulkner, Henry Gordon, E. H. Harrison, Z. Z. Keith, A. L. Knight, J. W. Mitchiner, G. L. Newton, Clarence Pearce, W. Ben Pearce, P. R. Ray, Hartwell B. Rogers, J. B. Rogers, P. G. Stainback, R. P. Murphy, R. L. Bailey, J. T. Baliance, R. M. Best,* and *M. E. Bowden.*

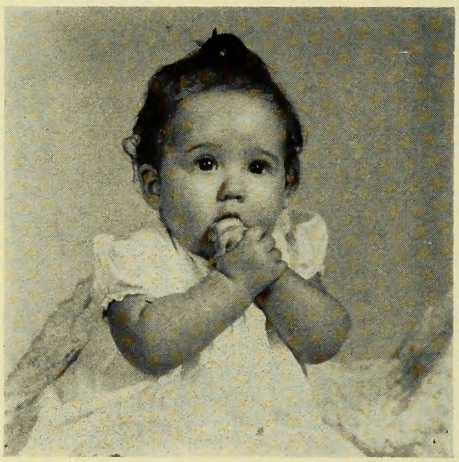
Five years: *Ernestine V. Leonard, Wade H. Pridgen, Jr., Percy Garner, W. C. Jordan, Jack Turner, R. B. White, Joseph E. Allen, J. R. Barnes, Stephen D. Barnes, Elton R. Batten, George Beamon, Thomas J. Boardman, J. B. Chamblee, Howard B. Davis, John Harold Davis, William J. Ezzell, Jr., P. P. Hancock, Howard W. Harris, J. B. Harrison, Frederick J. Hettinger, James Allen Hodge, Jr., C. E. Holden, Frank D. Holding, H. L. Joyner, Foster L. May, C. E. Moore, Robert J. Murphy, W. B. Nowell, Johnnie Cooper Parker, E. H. Paschall, Howard A. Peacock, Walter J. Pettigrew, Hugh Y. Trulington, James Willard Vick, Charlie Wheeler, Jr., Charlie B. Wood, Robert Amerson, Luther Ayers, Billy Baker, Pervis Bissette, Homer Bottoms, H. P. Boyette, B. C. Boykin, J. E. Cook, W. L. Creekmore, A. Z. Crisp, F. H. Edwards, Elton A. Fulghum, Marvin Garris, G. H. Griffin, B. J. Howell, B. L. Issette, J. C. Jones, Jr., P. D. Medlin, C. P. Moss, T. M. Moss, W. G. Moss, Archie Murry, Henry Murry, James Murry, C. L. Narron, E. W. Owens, W. C. Page, F. H. Pennington, Coon Pittman, Jr., B. S. Strickland, C. B. Taylor, R. C. Taylor, Joseph Tedder, Millard Watson, James J. Wester, W. H. Whitefield, John Williams, Z. H. Williams, Ralph Barnes, L. V. Beasley, Claude K. Boyette, Elwood Boyette, L. O. Brown, O. W. Bryant, J. Henry Bunn, R. S. Crocker, W. B. Crocker, Everette F. Currie, Walter Junior Daniels, W. Leamon Daughtry, Herbert S. Davis, Edgar Driver, Ernest R. Easton, William Edwards, William I. Ellis, James Faircloth, Thurman B. Field, Stacy C. Fulghum, Prentice E. Garris, Grover Grady, Nelson M. Holland, John Hollingsworth, Hiram L. Johnson, Ethro Jones, Francis M. Jones, Robert R. Kornegay, Major Lane, R. E. Little, Henry Lynch, Edward Mozingo, Otis Myers, Gordon L. McCullen, Herman A. Newell, Davis C. Poole, W. C. Price, Lacy C. Rabon, Ronal E. Sauls, Earl Sloan, John Sloan, J. A. Smith, R. C. Smith, L. A. Stanley, James D. Stevens, N. M. Summerlin, Daniel P. Taylor, Paul Thompson, Charlie Turner, J. B. Tyndall, Luby C. Tyner, Aaron Waddell, Elmer Wallace, Elton I. Watson, Vernon Wells, M. L. Woodard, Frank J. Worley, E. D. Ball, J. A. Baker, E. J. Barlow, W. L. Batton, E. L. Blackard, C. W. Brown, J. R. Brown, M. L. Bunn, R. M. Catlett, S. B. Caviness, J. D. Champion, A. G. Davis, L. A. Dellnam, Mallie Dillard, O. D. Edwards, J. H. Faulkner, J. A. Franklin, F. H. Galloway, J. R. Harris, W. L. Harris, B. L. Harrison, Paul Hocutt, S. J. Howard, D. A. Johnson, J. J. Johnson, J. L. Johnson, R. H. Johnson, Elvertis Jones, I. D. Jones, H. E. Journegan, J. W. King, H. L. Leonard, T. A. Matthews, H. T. Moss, C. F.*

In Air Service



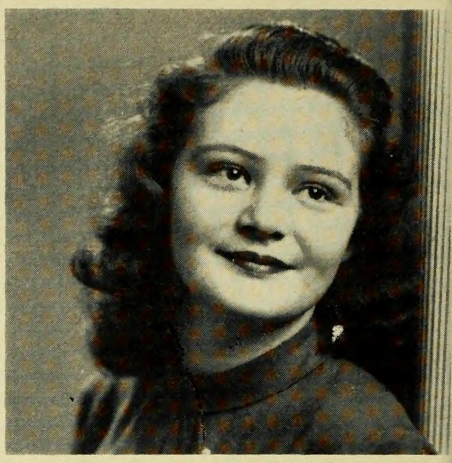
Miles Hughes, an employee with the Shelby Construction Department, entered Military Service in April. He's taking his training at Lackland Air Force Base, San Antonio, Texas. His father, Leonard Hughes, is employed with the equipment department.

"Snow" White



Mr. and Mrs. Gene White of Shelby have nicknamed their little six-month old daughter, Phyllis Renee, "Snow" White. Gene works in Right-of-Way.

Recent Bride



Gladys Julia Brown, danghter of Mr. and Mrs. W. O. Brown of Boone, was married to Earl B. Payne, April 24.

The double ring ceremony was performed by the Rev. E. F. Troutman.

Mrs. Payne is a graduate of Statesville's Davis Hospital School of Nursing and did post-gradnate work at Providence Lying-In Hospital in Rhode Island. She is now a member of Watauga Hospital Nursing staff.

The bridegroom attended ASTC in Boone before serving in the Army Air Force dnring World War II. He graduated in Civil Engineering from State College in 1950. Now he's with the Highway Construction Department in Boone.

The couple are at home at 202 Oak Street, Boone.

Nelms, L. M. Overby, B. B. Pearce, D. A. Pearce, R. M. Pendergraft, L. R. Perry, L. L. Pippin, R. B. Puckett, R. O. Richards, C. P. Sledge, Simon Smith, M. E. Stephenson, C. A. Stokes, J. M. Sykes, S. W. Sykes, C. D. Tant, H. T. Tengen, S. Q. Wade, J. F. White, W. R. Wilder, C. B. Williams, D. F. Williams, K. M. Wood, Charlie N. Woodard, W. S. Woodlief, G. C. Wrenn, O. R. Barbour, C. W. Blackmon, G. L. Creech, R. H. Denton, G. C. Eason, A. C. Edwards, G. W. Mitchell, R. A. Pearce, E. G. Price, L. R. Price, W. O. Puckett, V. H. Sellers, James C. Sellers, L. L. Sellers, Wades Strickland, C. A. Thompson, G. T. Williamson, J. T. Elmore, Vernice F. Benton, C. L. Miller, and *Daniel Vick.*

DIVISION FIVE

VACATIONS . . . *Mr. and Mrs. K. R. Scott* motored to Waco, Texas, recently to see their son, James Morton Scott, receive his wings and commission as a Second Lieutenant as a radar observer in the Air Force . . . *The Scotts* are all smiles since the recent birth of their first grandchild, a little girl . . . The *L. H. Wilsons* recently spent two weeks in Florida visiting their son, Lewis, Jr.

NORMAN C. McPHERSON of Graham is a new employee.

THREE MEN recently resigned: *Robert Fulcher* and *W. W. Whitaker* of Greensboro; and *Herman B. Mann* of Burlington.

MAINTENANCE supervisor *J. I. Lynch's* wife, Marjorie, was confined to Cone Hospital . . . She's home now and recovering nicely . . . District mechanic *E. A. Sloan* is back on the job after a stay in Watts Hospital . . . *Webb Frederick*, G. F., was in the hospital.

TWO MEN—*J. H. (Judge) Poole* of Durham County maintenance and *E. H. Satterfield*, T. D. of Person County—plan to retire after 20 years service in July.

DURHAM COUNTY feels proud to have a Governor, a Highway Commissioner and a Division Office, all from and in their borders.

THE DISTRICT One office of East Club Boulevard in Durham will be the new Division headquarters.

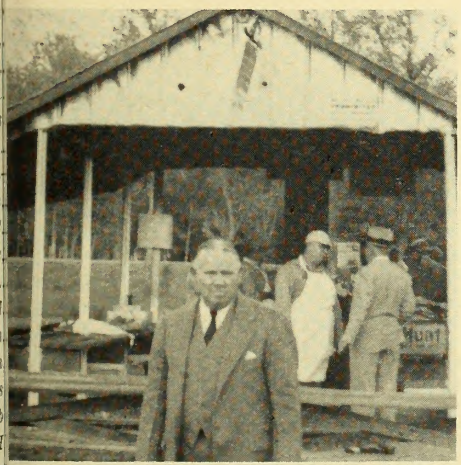
AFTER ten years as resident engineer in Durham, W. S. Sizer is trading places in July with Roger Dawtin in Lexington . . . Bill's fellow workers will miss him, but welcome Dawtin.

RESIDENT engineer *George Hogan* is back in Oxford working on the by-pass.

ROY BEARD, maintenance supervisor of Granville County, has a new hobby—raising Boston Bull Dogs.

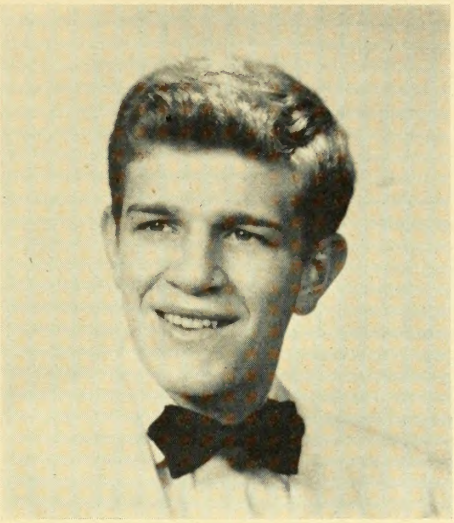
AFTER TWO YEARS in the Army, *H. R. Hicks* and *E. R. Bowes* are back on highway work . . . *Hicks* who saw action in Korea is a M. O. (Pan) Operator; *Bowes* is a M. O. (TO).

Gave Shad Barbecue



In April, Eighth Division Commissioner Forrest Lockey (then Mayor of Aberdeen) gave his annual "shad bake" at the Aberdeen Lake. His guests appreciated his generosity and thoroughly enjoyed the occasion.

Outstanding



Charles G. Ashby, Jr., of Elkin was named Boy of the Month in April by his high school Student Council.

He was cited for his fine school spirit and achievements in journalism. Charles was the sports writer on his school paper. He graduated in April.

His dad is the new district engineer at Elkin.

DIVISION SIX

THE OLD SIXTH had 52 people eligible for five-year service buttons; 27 for ten-years; five for 15-years; five for 20-years; and four for 25-years.

MAY 22, *George S. Coble*, past commissioner, gave a party for the division supervisory personnel and department heads from the Raleigh office . . . New commissioners *C. A. Hasty* of Maxton, *Forrest Lockey* of Aberdeen and *James A. Gray, Jr.*, of Winston-Salem were present . . . *T. G. Poindexter*, on behalf of the supervisory personnel, gave Coble a week-end bag . . . Past Chairman *Henry W. Jordan* gave a short talk.

TEMPORARY rodmen who are working for the summer include: *John Koonce* and *Riley Godley* of Sanford; *James Haywerth* of Asheboro; *William Flinchum* of Carthage; and *James D. Hunter* of Siler City.

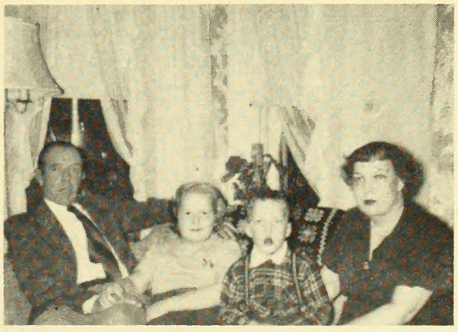
TWO MEN—Inspector *A. E. Hamilton* of Randolph County and Assistant Division Engineer *A. J. Hughes*—had recent heart attacks . . . *Hamilton* is in the Veterans Hospital in Fayetteville; *Hughes* is in the Randolph County Hospital . . . Get well wishes to both!

OUR SYMPATHY to the families of gang foreman *Charlie M. Vick* of Lee County, MGO *Barney Lamb* of Robeson County, and SF *James G. Nye* in Robeson County, who died recently . . . *Charlie* had been with the State for 23 years; he was only 47 . . . *Barney* had 29 years of service; he was 48 . . . *Nye* was 66; he'd been with the State since 1945.

DIVISION engineer *T. G. Poindexter's* son, Thomas G., Jr., graduated from Davidson College, June 1 . . . He's awaiting a call in service.

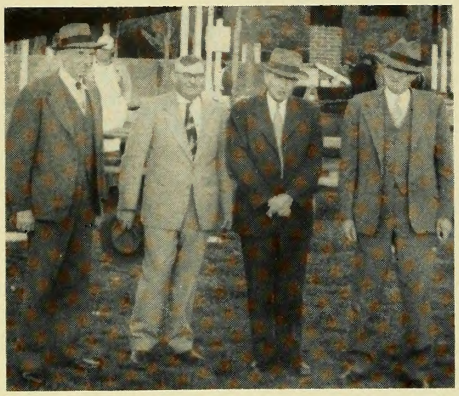
RESIDENT engineer and *Mrs. S. P. Swaringen* announce the marriage of their daughter, Susan Page, to Alston Hayes Cheek, Jr., May 2, in the Page Memorial Methodist Church of Aberdeen.

Engineer and Family



Resident engineer John B. Jennette, Jr., of New Bern poses with his family. From left, see ten year-old Jo Ellen, five year-old John Charles, and Mrs. Jennette.

Bridgemen



Bridge maintenance superintendent K. R. Scott lines up with the bridge foremen in the old Sixth Division. From left, C. B. Patton of Sanford, L. M. Mitchell of Asheboro, Scott, and E. B. Tomlinson of Lumberton.

DIVISION SEVEN

A SURPRISE housewarming was held at the home of the *E. J. Brinkley's* May 25 . . . Guests brought picnic baskets and a supper of fried chicken, country ham and biscuits was spread . . . *The Brinkley's* received many nice gifts for their home.

WEDDING BELLS . . . *Charles Weldon Ballard*, typist clerk in the equipment department, was married to Shirley Boston Heafner, May 24 in the Sugar Creek Presbyterian Church . . . *Andrews Jackson Dutton*, prison guard at the Wadesboro camp, was married to Mrs. Elsie Hill Bednego, May 18, in Chesterfield, South Carolina.

NEW BABIES . . . *The Guy Faulkners* of Polkton announce the birth of a daughter, Joanne, last December 31 . . . *Mr. and Mrs. W. B. Haywood* of Norman are the proud parents of a daughter, Mary Ida, who was born March 22 . . . *Mr. and Mrs. George C. Allen* of Wadesboro have a new son, Jasper Eugene, who was born April 28 . . . Anson County camp steward and *Mrs. F. O. Black* named their new daughter who was born May 8, "Caroline Ann" . . . The *W. F. Martins* announce the birth of a daughter, Mary Sue, May 2 . . . *Roy H. Garrison* of Construction is the proud papa of a baby daughter.

OUR DEEPEST sympathy to *R. L. Brown*, Mecklenburg County Road Maintenance Supervisor, in the recent death of his wife.

THERE were lots of smiling faces when the May pay checks were passed out . . . Thanks to all for the promptness and extra money.

THE ROWAN County chapter of NCSHEA had a fine barbecue at their last monthly meeting in Salisbury.

WE'RE SORRY that *J. H. Markham*, Troy gang foreman with 30 years service, has been out sick . . . We hope he'll be back on the job soon.

F. S. FREEZE, mechanic of Salisbury, is back after a siege with the flu.

FISH TALES . . . Gang foreman *J. D. Sehenk* of Rowan County reports a nice catch of mulletts off the coast of Carolina Beach . . . Gang foreman *J. R. Lyerly* of Rockwell returned empty-handed from a recent fishing trip in Little River, South Carolina . . . Prison camp superintendent *R. S. Lowe* has been catching bream and bass in the local ponds.

THANKS . . . A picnic dinner was served recently to section foreman *W. C. Kesler's* men at the home of H. L. Kluttz in St. Peter's Church Community . . . About 25 men enjoyed the dinner . . . It was given in appreciation for a fine construction job on the Poultry Farm Road.

TWO RESIDENTS of the Immanuel Church Community—Jack Goodman and Homer Safrit—gave dinners recently to section foreman *G. C. Castor's* men . . . They said "Thank you" for the good work on their Community Road.

WORK ANNIVERSARIES . . . Congratulations to *Claude L. Rogers* for 25 years . . . To *Will J. Alexander* and *William M. Plyler* for 20 . . . To *Henry V. Edwards* and *Zeb V. Goodman* for 15 . . . To *H. F. Jones, William L. Brown, James S. Dulin, William T. Duncan, Harold Helms, Wilburn A. Irvin, B. D. McKee, W. Roscoe McWhorter, Ellis G. Price, James C. Stikeleather, Jr., Carl C. Strawn*, and *Wesley Strawn* for ten years . . . And to *D. C. Shepherd, D. W. Schenk, A. A. Cannon, Leroy Troutman, H. C. Graham, C. R. Boggs, P. L. Daniel, Clarence D. Baucom, Coy E. Broome, George F. Deese, Charlie G. Denson, Claude M. Shaw*, and *Lester M. Pender* for five years of service.

Jan and Beyrl



Mrs. Beyrl Mateer, who is a former secretary in the old Fifth Division office, is the proud mother of Jan Elise who was born March 7. This is the Mateer's first child and "like mother, like daughter", the girl is a redhead and quite pretty.

DIVISION EIGHT

REID FORREST, supervisory foreman of Stokes County, was confined to the City Memorial Hospital in Winston-Salem in April . . . *E. G. Collins*, section foreman's helper of Stokes County, has been on sick leave since February . . . To each, we wish a speedy recovery.

OUR SYMPATHY to the family of supervisory foreman *L. M. Graves* of Davie County who died May 12 . . . He is survived by Mrs. Graves and a daughter.

DIVISION NINE

VACATIONS . . . *Mr. and Mrs. Ken Mauney* and son, Eric, spent some time recently in Florida . . . Construction employee *H. D. Smith* of Shelby recently took a few days off, as did *W. H. Barrett* . . . Resident engineer *P. L. Cantrell* of Statesville attended his class (1913) reunion at the North Georgia College in Dahlonega, the last of May . . . Resident engineer *Smith* of Rutherfordton visited his son, Hubert, who is in the Air Force in Florida . . . *J. G. Haynes* is back at work after a short vacation.

THERE are three new construction employees at the Marion office—A. R. Thompson of Tryon, Cecil F. Laughridge

In Texas



A/3c Guyan Ensley is stationed at Sheppard Field, Texas. His father, section foreman G. Smith Ensley, has been with the State since 1945.

Hi Ho, Silver!



Maintenance supervisor Ab Carter of the old Sixth Division is mounted on his favorite stallion.

of Marion, and Alvin L. Neal of Old Fort.

SERVICE NEWS . . .*R. H. Bowman* is taking Army training at Independence, Missouri . . . *Dean C. Elliott* of Marion is training at Fort Jackson, South Carolina.

AFTER FIVE years service with the construction department at Marion, *L. C. Duncan* resigned to accept employment with the W. E. Graham Construction Company . . . We wish him the best of luck in his new work.

RESIDENT engineer *J. E. Terrell* recently bought a home in Nebo where he has resided since 1949.

GET WELL WISHES to the father of Inspector *M. G. Feimster* . . . He's been seriously ill with a broken hip in the hospital at Taylorsville . . . To *Charlie Self* of the construction party at Shelby who recently had an appendectomy in the Shelby Hospital . . . And to *J. B. Riddle* who was injured by a floor-sanding machine in March.

OUR DEEPEST sympathy to the family of *E. H. Cline* who died April 29, at his home in Catawba County . . . He'd been a machine operator for many years.

THE STORK delivered a little girl, Cathy Elaine, to the *George S. Henley's* of Newton, May 1, and a little boy, Landon Logan, to the *J. B. Riddles*, April 11.

H. T. TEAGUE, J. D. Travis and S. H. Speaks were recently added to the permanent payroll.

BLOOD flowed freely, and for a good cause, when the Red Cross Bloodmobile set up at the Iredell County prison camp in May . . . Prisoners and maintenance employees gave a total of 62 pints!

ENGINEERING AIDE *Joe Davis* was married June 28 to Betty Kendrick . . . He's with *R. J. Albert's* party in Shelby.

IN APRIL service awards went to *N. A. Kerley, C. V. Tilley* and *J. H. Westmoreland* for 20 years of highway work . . . To *R. A. Harris, D. C. Johnson*, and *C. E. Somers* for ten . . . And to *E. A. Bunton, C. F. Costner, E. D. Harris, C. S. Honeycutt, Z. H. Ikerd, F. W. Johnson, L. L. Price, F. A. Smith, H. M. Speece* and *H. E. Travis* for five years.

DIVISION TEN

CONGRATULATIONS to the *Cecil D. Hoopers* on the birth of a baby boy . . . To *Mr. and Mrs. Boyd Chastain* on the birth of a little girl . . . And to gang foreman and *Mrs. George Postell* on the birth of their seventh little girl!

OUR SYMPATHY to District Engineer *E. L. Curtis* in the recent death of his brother, John Terrell Curtis of Morganton . . . To *J. Tom Watson* in the deaths of his brother and sister-in-law in a car wreck . . . To shovel operator *John Ray Waldroup* in the death of his father . . . And to *Mrs. Roy Galloway* in the death of her husband, gang foreman *Roy Galloway*.

A FORMER Swain County gang foreman—*R. L. Porter, Sr.*—left May 30, for South America where he'll work for a construction company . . . Graham County truck driver *Howard West* also resigned to work for a construction company in Robbinsville.

WAYNE McCLUNG is so proud of the 19-inch brown trout he caught in Frank's Creek that he's having it mounted.

FOLKS who passed work anniversaries include *William Edgar West*, 30 years; *Henry Franklin Bryson* and *Dillie Gordon Baxter*, 25; *Byron G. Waldroop, Carl Bascombe Wells* and *Roy T. Womack*, 20; *Lem Edgar Stewart*, 15; *Kelly Hyatt* and *N. H. Smith*, ten; and *Paul S. Ammons, Thomas Franklin Dillard* and *Don McGaha*, five years.

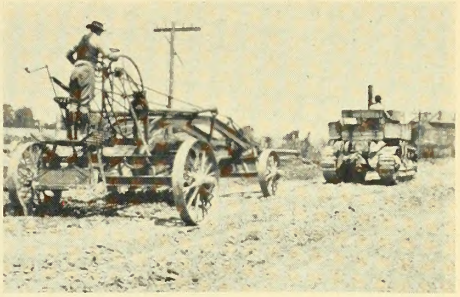
WE'RE GLAD to see *H. M. Hidgon, Ed Slaughter, Howard West*, and *H. H. Ledbetter* back at work after recent illnesses.

Littlest Tucker



The bright-eyed heartbreaker is Jean Knox Tucker, six month-old daughter of the W. F. Tuckers. Bill is with the Construction Department in Charlotte.

Old Road Scene



First Division Equipment Superintendent W. J. (Bill) Davis brought us some pictnres made 30 years ago. That's an Adams No. 12 road machine on the left. On the right is an old World War I ten-ton Holt tractor. This shot was made of the grading in Currituck Conuty. Note the conrthouse in the background.

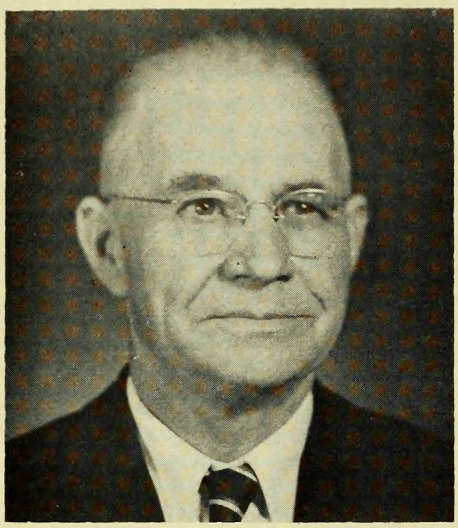
FOREMEN, NOTE

THE SAFETY DEPARTMENT has had several complaints regarding the placing of "Slow" and "One-Way Traffic" signs on heavily-travelled highways when maintenance work was being done. Proper precautions were not taken to warn the motorists and protect the workmen. The warning signs were not placed far enough in advance of the work operations.

The Safety Rules and Regulations say:

"Particular attention must be given to the proper advance warning of traffic where patching operations are being conducted on a curve, or hill, and are hidden from the view of an approaching driver. The same applies to patching operations adjacent to narrow bridges or other hazardous points or conditions, such as when working in heavy traffic. Double advance warning, with flags, signs and lights, is required when these extra hazardous conditions exist, and in addition, a flagman must be stationed to warn traffic when there is poor visibility in the approach to the hazardous situation. Where major maintenance operations, as patching or resurfacing, interferes with traffic, a sign shall be placed 500 feet in advance of the operations warning traffic to 'Slow to 15 Miles.' When one-way traffic is necessary, a sign 'Slow — One-Way Traffic' should be erected 300 feet to 400 feet in advance of the speed restriction."

HONOR ROLL OF 30-YEAR HIGHWAY EMPLOYEES



C. W. LEWIS

THE BUSY maintenance supervisor of Division Four, District One, is Clifton Whitaker Lewis.

He was born January 10, 1894, in Scotland Neck. He is a veteran of World War I.

October 1, 1921, he started with the Commission as section foreman in Halifax County. Three years later he was transferred to soil inspector on construction work on projects 166-7-8 in Northampton, Bertie and Hertford Counties. For one year he was section foreman in Halifax County. All together he has worked in nine eastern Carolina counties during his 30 years of service. Since 1931, C. F. Gore has been his district engineer.

His wife is the former Celia Sears. They are members of the Nahalah Presbyterian Church in Halifax County. They have one daughter, Mrs. Frances Ann Lewis Arbes.

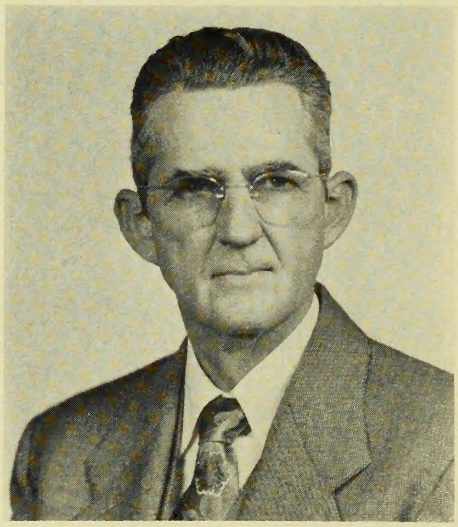
In his spare time, Lewis likes to fish, hunt, garden and do carpentry work.

FIRST DISTRICT Engineer George E. Rike of the Ninth was born May 21, 1898, in Central, South Carolina. Upon graduation from high school in 1916 and a stint in the Army during World War I, he worked with the Durham County engineering department.

When the State Highway Commission was expanded in 1920 to meet the needs of the Good Roads program, he worked as rodman under J. B. Pridgen in the old Sixth District, on Gaston and Lincoln County projects. In 1924, he served as instrumentman under C. E. Brown on the Pee Dee River bridge between Wadesboro and Rockingham. He was promoted to resident engineer in 1925 and directed construction in Alexander County of roads from Taylorsville to the Wilkes County line and from Taylorsville to Millersville toward Hickory. Rike was resident engineer on paving Route 27 from Cabarrus to Stanly county line. In 1926-'27, he supervised the building of Route 151 from Concord to Union County line and Route 73 from Concord toward Davidson to the Mecklenburg County line.

From 1928 to 1931, he directed the grading and paving from Mount Holly to Stanly; the location surveys from Mount Holly to Belmont, and Dallas to Bessemer City; the paving from Wadesboro to Ansonville and Morven; and the grading, structures and soil surfacing from Morven to South Carolina line.

When the State absorbed the county road system in 1931, he was upped to assistant district maintenance engineer of Davie, Rowan, Cabarrus and Stanly counties. Four years later he was promoted to district engineer.



GEORGE E. RIKE

Rike supplemented his high school certificate with an International Correspondence Schools course in civil engineering and a night school course in architectural drawing.

He is a member of Salisbury's First Methodist Church. Rike is married to the former Augusta Helms. They live at 827 Mocksville Avenue. Gardening and fishing are his off-the-job interests. His civic ties include Masons, Lions Club (he's a former president), 40 & 8 (he's a former Chef de Gare), and the Elks (he's a former exalted ruler).

Rike is a member of the American Legion, the N. C. Society of Engineers and the Professional Engineers of N. C.

DIVISION ROAD OIL supervisor Samuel B. Brinkley of the Twelfth started his highway work back in 1921 as a section foreman (they were called "patrolmen" then) in Burke County.

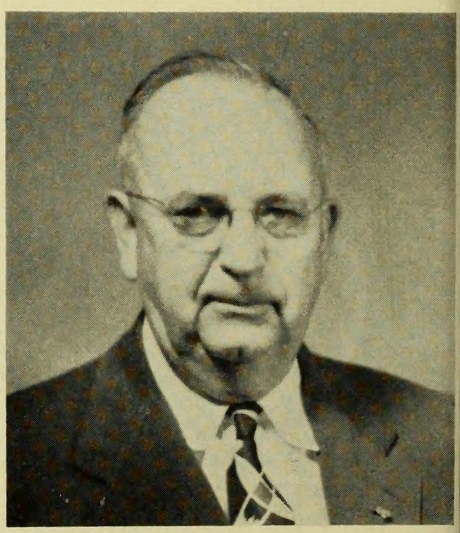
In his words, "There's nothing unusual to report (about my over 30 years of highway service) except that during the first three years I did a lot of walking in Avery, Mitchell and Yancey counties. The roads were impassable during the winter. I made hikes between Spruce Pine and Bakersville, Spruce Pine and Plumtree, and between Burnsville and Bald Creek. I checked to see what the foremen needed. I remember that the hike from Spruce Pine to Bakersville was a two-day round trip—12 miles each way."

He was transferred several times in maintenance before assignment in 1932 as road oil supervisor of the old Fourth Division in Statesville. In 1937, he was transferred to Shelby and to his present job.

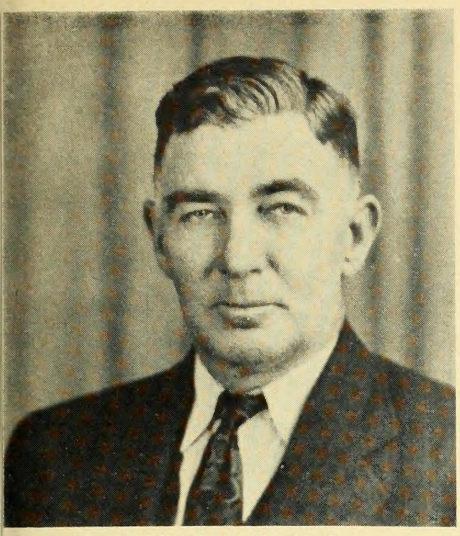
Brinkley was born December 18, 1887, in Glen Alpine. His present address is 603 West Warren Street, Shelby. He was educated in the public schools of Glen Alpine. Although his work is his chief interest, bear hunting is his hobby.

He's proud of his six children. The oldest, C. B., is a Navy Commander with 27 years of service and has two sons. E. J. Brinkley works with the State Highway Commission in Charlotte. Mrs. Blanch Thompson works with the Kingsport Electrical Company in Tennessee. Henry L. Brinkley is manager of the E. B. Stone Finance Company in Albemarle. Mrs. Betty Rose Lackey has one son and lives in Statesville. The youngest Brinkley, John Roy, is a Federal Forest Ranger in Las Vegas, New Mexico.

S. B. Brinkley is a Baptist.



SAMUEL B. BRINKLEY



C. A. HAYWORTH

SECOND DISTRICT Engineer Charles Alexander ("Buck') Hayworth of the Eleventh was born February 21, 1890, in Chattanooga, Tennessee. He attended Carson Newman College and Baker Heimel for three years.

May 1, 1921, he was hired by the State Highway Commission as a resident engineer. A month later when the State was expanded from five to nine districts, he worked out of Winston-Salem in Forsyth and Stokes County in the old Seventh District. Frank Page was Chairman, Charlie Upham was State Highway Engineer, and the fifty million dollar bond issue had just been passed. Hayworth was located in Rural Hall as resident engineer. His first road of grading top soil construction was built between Winston-Salem and the Stokes County line. The material was moved entirely with mules and wheelers.

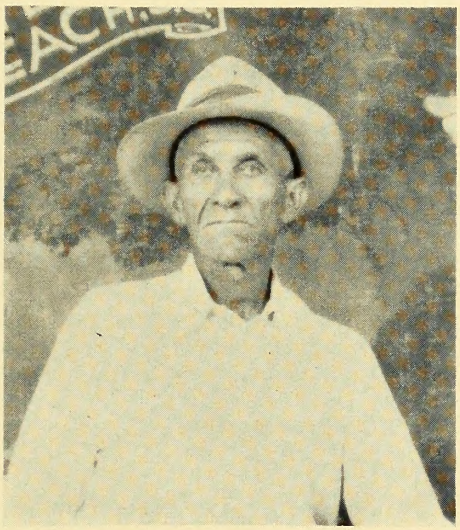
His next big job was resident engineer on the first reinforced concrete pavement built by the State out of Winston-Salem on NC 60 (now US 421) to the Yadkin River. Hayworth recalls, "It took about 18 months to complete this project. We used one steam shovel, one Rex Paver, one asphalt plant and about 50 mules and wheelers." On his next project—12 miles of concrete pavement from Winston-Salem to Guilford County—only one concrete paver plus 75 mules and wheelers was used. Forsyth County furnished prisoners as laborers.

In 1926, he worked briefly in the Raleigh office as resident maintenance engineer under W. E. Hawkins. Later he moved back to construction in the Piedmont and western part of the State. He covered all types of road work—grading, concrete and asphalt pavement, topsoil, etc.—from the Georgia line near Murphy to the Virginia line near Reidsville. When the State took over the county roads in 1931, the State was again divided five ways with division engineers handling maintenance and four construction engineers handling all construction. Hayworth handled construction in the western part of the State. He remembers, "We had a large amount of municipal work in Winston-Salem, Charlotte, Gastonia and Asheville."

From 1937 to 1941, he was assistant division engineer on maintenance and construction out of the North Wilkesboro office. He was transferred to Boone as district engineer on maintenance. The last five years he's been district engineer out of Lenoir.

His wife is the former Agnes Greer. They are Baptists and have two young children: C. A., Jr. ("Buckie") and Elizabeth ("Sissie").

Baseball and football are his favorite sports. He's a registered engineer in N. C. and a member of the N. C. Society of Engineers.



E. M. TAYLOR

E. M. TAYLOR has held the same job since he started with the State Highway Commission back in 1921. He's a section foreman helper. Before the State took over the county roads, he was a section foreman helper in Robeson County.

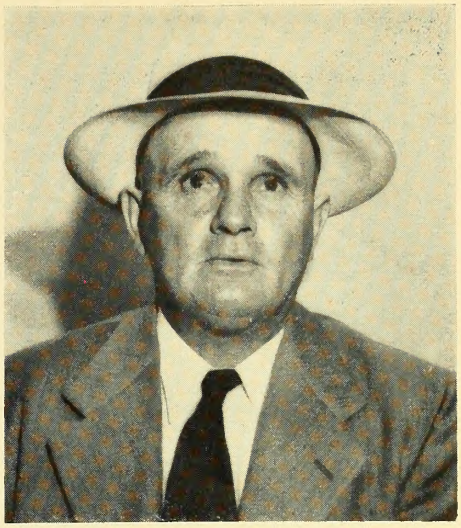
Taylor was born December 7, 1884, in Rowland. He completed the eighth grade.

His wife's name is Lottie. They are Presbyterians. Today they live on R. F. D. 3, Maxton. They have three children: Mrs. Luesta Taylor Eden, Mrs. Ella Taylor Cain, and Trussie William Taylor.

When Taylor is off the job, he likes to rabbit hunt and fish.

SECTION FOREMAN Earlie Thomas Moser was born September 9, 1899, in King.

In 1921, he started with the Commission and worked with G. F. Lawson. Moser was subsequently transferred from King to Germanton as section foreman. He then went back to King in the same work.



EARLIE THOMAS MOSER

Moser completed five years of the Creson School. His wife's name is Alta Agnes. They live in King and are members of the Church of Christ. The Mosers have three children: Johnny K., Martha Anzylene, and Betty Jane.

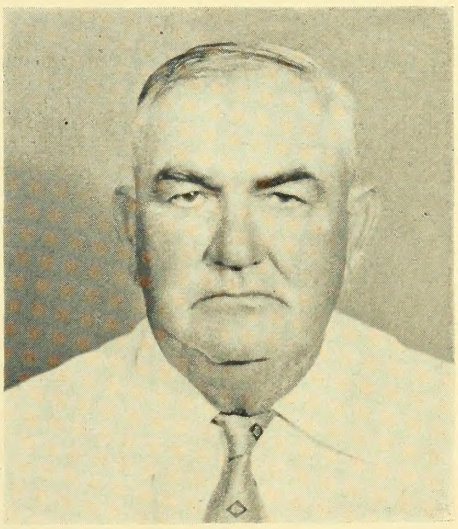
At home he enjoys gardening. Moser is a big hunter and is a member of the Fox Hunters Association.

GANG FOREMAN J. L. Thrower of Jacksonville in the Second Division was born in Richmond County.

As he says, "I began work with the State Highway Commission as section foreman in Robeson County in November, 1921. I was married to Allie Farmer in 1925. A year later I was transferred to Onslow County as floating gang foreman.

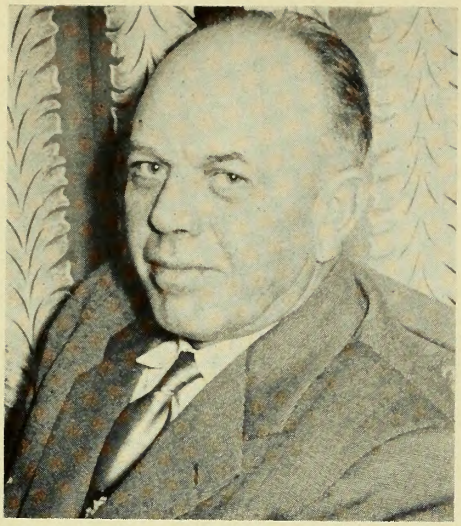
"I have been gang foreman for 21 years. I served under maintenance supervisor Sam Dudley who is now retired. My present supervisor is J. W. Meadows."

Off the job, Thrower relaxes by reading and listening to the radio.



J. L. THROWER

North Carolina State Library
Raleigh



HUGH I. SETZER

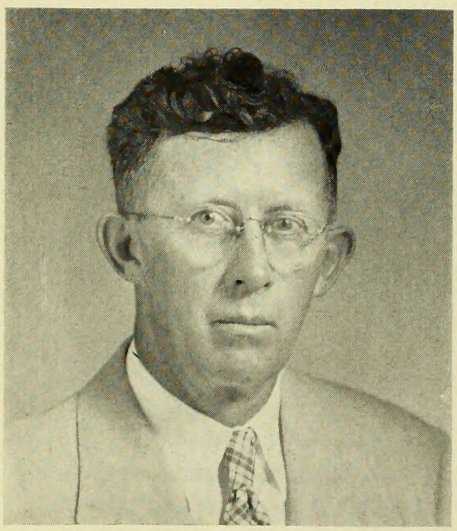
BRIDGE FOREMAN Hugh I. Setzer of Newton started his highway work with J. H. Hewitt in 1922. He was under the supervision of F. S. Yount. In 1933, Setzer became a foreman under K. R. Scott at Greensboro. Three years later he was transferred back to Caldwell County, first to Marion and then to Shelby.

In looking back, Setzer says, "The hardest part of my bridge work was in 1940. So many bridges washed away that year that we worked 14 hours a day, seven days a week for a while replacing the bridges."

He was born January 11, 1903 in Catawba County and educated at Balls Creek High School. His wife is the former Jessie Guy. He has been a Methodist for the past 38 years. The Setzers have a son, Hugh, who is a school teacher and a daughter, Shirley Jo Ann, who is in nurses training.

His off the job interests are fox hunting with his favorite pack of Walker dogs and raising flowers. He's a Mason.

JAMES RYBURN (R. R.) YARBRO



CLEVELAND COUNTY gang foreman James Ryburn (R.R.) Yarbro started over 30 years ago with the Commission as a truck driver in old District Eight under District Engineer H. E. Noell. A. P. Eskridge was maintenance engineer at the time.

In 1924, Yarbro was promoted to maintenance foreman. He was in charge of 23 miles of US 74, seven miles of US 29 and about seven miles of other roads. He recalls that most of these roads were of top soil or gravel construction. In 1931, he took over maintenance of 150 miles in Cleveland County. He became a floating gang foreman in 1941. Two years later he was put in charge of patch crew repairing and maintaining bituminous treated highways in the old Ninth District.

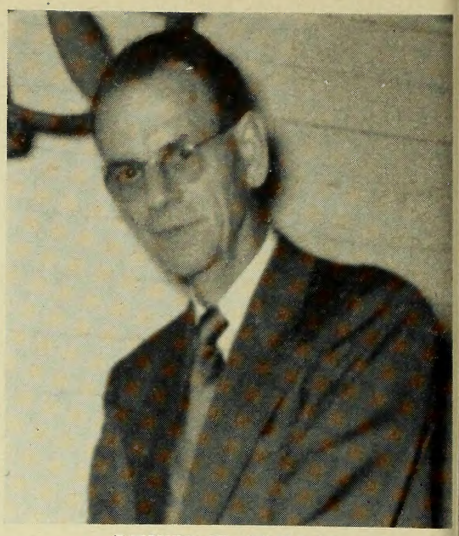
Yarbro was born September 23, 1900, in Cleveland County. He graduated from Waco High School. His wife is the former Blanche Wilson. They live at 902 West Mountain Street in Kings Mountain. Their only son, James Ryburn Yarbro, is a State College engineering student.

The foreman and his family are members of the First Baptist Church. He's a member of the Masonic Fairview Lodge No. 339 of Kings Mountain. During the hunting season, he enjoys both bird and deer hunting. He usually spends a good part of his vacation on hunting trips. Yarbro takes an active part in the activities of the NCSHEA.

SIGNS SUPERVISOR Lewis H. Wilson of the Fifth Division began his highway service in the old Fifth District September 21, 1921, as assistant office accountant. The following year, he began placing route signs on the roads. The first center lines on hardsurfaced roads were painted by his forces that year. In 1927, he moved to High Point to open the new sign shop. In 1932, he moved back to Greensboro and continued as supervisor of sign work. He recalls, "We made the first mechanical traffic line machine for painting white lines on asphalt roads and black lines on concrete roads. We were responsible for traffic line painting from Greensboro to Elizabeth City in 1933-'34." For many years, he has looked after sign and traffic line work in eight Piedmont counties.

In 1916, Wilson graduated from Greensboro High School. He attended Branham and Hughes Military Academy till 1919. The next two years he took an accounting course with La Salle Extension University.

His wife's name is Margaret. They're members of the Greensboro First Presbyterian Church. Both their sons are



LEWIS H. WILSON

engineers. Lewis H., Jr., a mechanical engineer with Pan-Am Airways in Miami, is married and has two sons. William F., a civil engineer with the Army Engineers in Greenville, South Carolina, is married and has one son.

Wilson is a member of Lodge No. 76 of A. F. & A. M., Elks, and Scottish Rite. Off the job, he enjoys fishing and rose gardening. He is 53 years old.

SECTION FOREMAN Oscar J. King, Sr., of Route 1, Climax says, "I've spent my 30 years on highway maintenance under many good men. It has been a great pleasure, even with all the ups and downs. When I first started with the Highway Department, I removed snow off the roads with a team of mules."

King was born in 1894, in Rockingham County. He was educated in the Rockingham County school in Reidsville. His wife is the former Maude Wall. They have four children: Marjorie, Margaret, Oscar, Jr., and Bob. The Kings are Missionary Baptists.

OSCAR J. KING, JR.



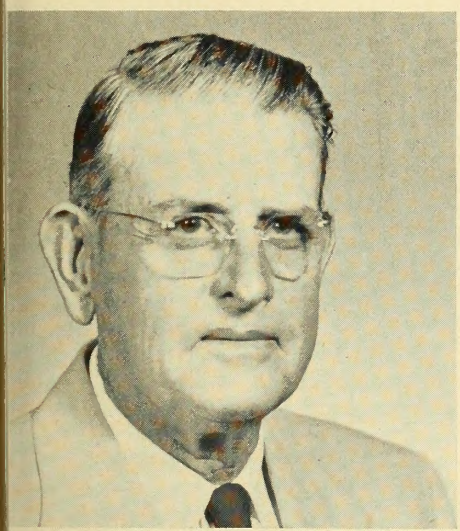
He lists his leisure-time pleasures as "fishing, hunting and my grandchildren. I have five grandchildren and some of them are good fishermen."

GANG FOREMAN Charles Ernest Glasgow was born April 1, 1896. He attended the old type elementary school in Randolph County.

As he looks back, "I went to work for the State Highway Commission on July 12, 1921, and since then I have worked under seven supervisors. The first was Mr. Brown, then down the line through Will Hight, E. Honeysuckle, N. C. Cox, E. O. Russell, Dexter Hough to W. A. Carter—my present supervisor. In all this time, all my work has been on maintenance."

He is married to the former Lula Williams. They make their home in Central Falls and attend the Methodist Church. The Glasgows have two daughters who are both grown and married.

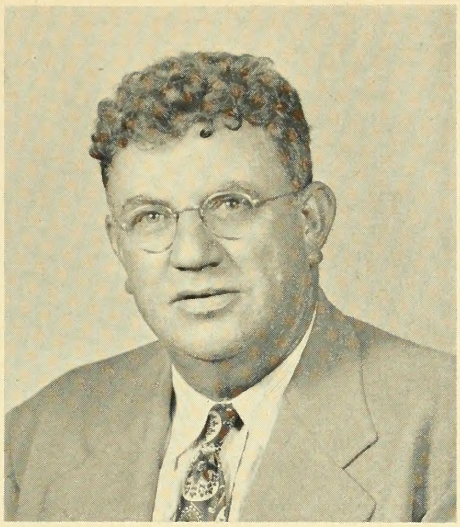
Off the job, he likes to work in the garden and look after his chickens and hogs. As he says, "I did do a lot of hunting in my younger days, but time has caught up with me on that. Now I'm content to take it easy after the day's work is finished."



CHARLES ERNEST GLASGOW

SINCE 1946, the maintenance supervisor of Dare, Currituck and Camden counties has been Raymond Everett Thomas.

He was only 20 years old when he started with the Highway Department as a truck driver in Madison County in 1922. Two years later, he transferred to the road oil department as foreman. In his words, "I covered the State from 'Manteo to Murphy'. In 1941, I was transferred back to maintenance forces and served as gang foreman of the Woodville Prison Camp near Hertford."



RAYMOND EVERETT THOMAS

During World War II, Thomas served six months in the Army. Upon his discharge, he returned to road work as a senior inspector of the flight strip in Currituck. In 1944, he went back to the road oil department as a foreman of 26 eastern Carolina counties. Two years later, he was promoted to his present job.

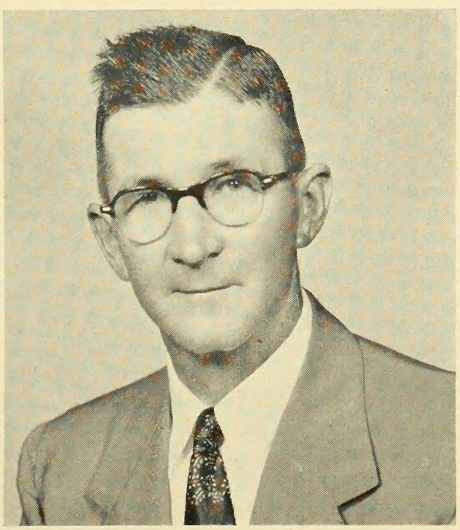
Thomas was born in Madison County and was educated in the Walnut Public Schools. He's a member of the Masonic Lodge. His outside interests are fishing and hunting. Baseball is his favorite sport.

GANG FOREMAN Everette L. Setzer of New London is the 1949 recipient of the D. B. McCrary Award for distinguished service to the State Highway Commission.

He's a high school graduate. During World War II, he served for three years in the North Carolina State Guard and rose to the rank of sergeant.

Setzer started with the State Highway Commission in Catawba County in 1921.

EVERETTE L. SETZER



H. Hocutt of Statesville was State Supervisor of the Commission at the time. From 1921 until 1927, Setzer was an operator of heavy machinery. He worked in the old Seventh Division which was composed of 13 counties extending from Catawba to Scotland County.

In 1927, he became an asphalt patch foreman. In 1945, he was transferred to the maintenance shop at Salisbury.

His wife is the former Eva Lowe. They have a teen-age son, David Everette. The Setzers are Methodists.

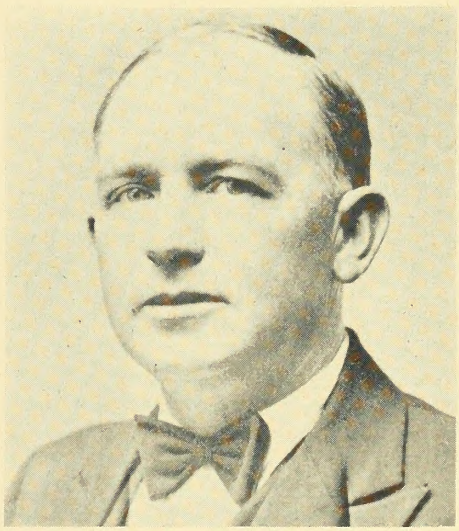
His civic affiliations include the Lions Club and the Patriotic Sons of America. His real interest is boys; he's been active in scouting for years. He's scout master of New London's Troop 41.

Setzer was born January 15, 1899.

EXTRA FORCE (or prison) foreman Vaughn R. Rhinehart entered the Army at 16 and served 30 months during World War I. He spent eleven months overseas with the famous 30th Division.

Rhinehart was born August 10, 1899, in Haywood County. He attended schools in Waynesville.

Over 30 years ago, he started with the Commission as a laborer. Later he was



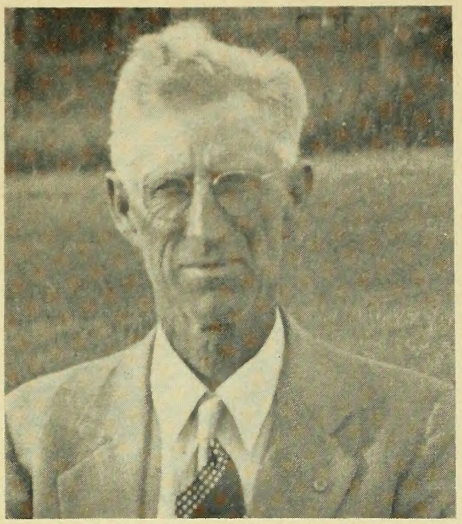
VAUGHN R. RHINEHART

moved up to truck driver. He spent three and one half years in mechanics before he transferred back to maintenance.

In 1920, Rhienhart married Eva Hooper. She died in 1946. They have seven children: Mary Elizabeth (Mrs. Clifton) Shook, Mildred Mae (Mrs. Ted) Arrington, Sarah Leona (Mrs. Dee) Clark, Vaughn Robert Rhinehart (who is married to Beulah Hall), Betty Jean (Mrs. Charles) Watson, John and Ray. Rhinehart is proud that he has 16 grandchildren.

His present wife is the former Ethel Woodard. They are Baptists and live on Balsam Road near Waynesville.

His outside interests are farming, raising cattle and growing apples.



A. J. REEVES

GANG FOREMAN A. J. Reeves of Sparta was born April 14, 1889, in Alleghany County. He received his early education at the Toliver School and the Rock Creek School.

June 1, 1920, he started his highway work in Alleghany County. Fred Fields was his foreman. Two years later, S. J. Thomas replaced Fields. In Reeves' words, "Work consisted then of dynamiting roads, beating rock into mud holes and putting in wooden culverts by using horse and wagon. I have done all kinds of maintenance work on the highways in Alleghany County. Later on when the State took over all county roads, I was given a squad of prisoners and later was promoted to my present job."

Reeves is married to the former Laura Rector. They have eleven children: Mrs. Eula Reeves Crouse, Homer Reeves, Kyle Reeves, Mrs. Marie Reeves Wilson, Jackson Reeves, Ann Chipman Reeves, Clyde Reeves Adams, Cleo Reeves, Harrison Reeves, Willard Reeves and Franklin Reeves. During World War II, they had three sons overseas.

Mr. and Mrs. Reeves are members of the Primitive Baptist Church. He's a member of the NCSHEA. Off-the-job, he likes to fox hunt.

SENIOR BRIDGE FOREMAN Joseph B. Hatcher of Fayetteville started with the Commission as a rodman in 1921. His first highway project was the stretch from Mt. Olive to Warsaw (now US 117).

In his words, "I worked on a good many projects through the eastern part of the State. The late R. E. Snowden was the second district engineer at Kinston at the time.

"I was a senior roadway inspector when I left construction in 1932. I transferred to roadway maintenance as a gang foreman at New Bern for three and one-half years. The late Roy J. Hart was district engineer. In 1935 I transferred to the bridge maintenance department where I have been ever since."

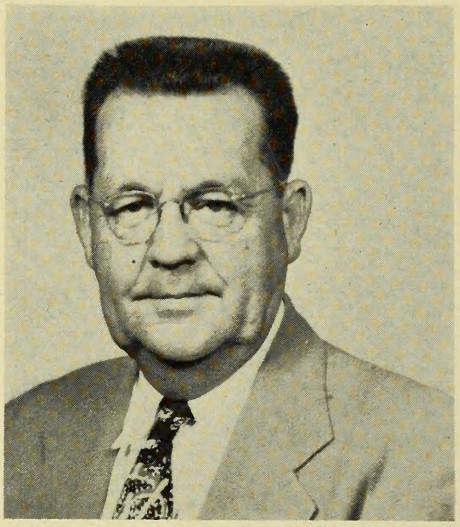
Hatcher is a 1915 graduate of Mt. Olive High School. He went to Oak Ridge Institute for one year and took a two-year course at Kings Business College. He joined the US Naval Reserve in 1918. In 1923, he took an engineering course from the International Correspondence Schools.

He is a Mason. For four years, he served as a steward of the Haymount Methodist Church.

Hatcher is married to the former Verdia Hopkins of Oriental. They have one son, Joe, who is a State College engineering student.

Bridge foreman Hatcher likes football, baseball and boxing.

He was born 57 years ago in Sampson County.



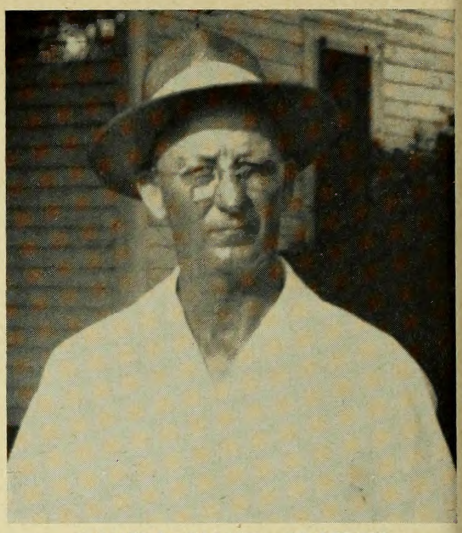
JOSEPH B. HATCHER

PATCHING FOREMAN Daniel James Graham of Fayetteville has three outside interests: fishing, hunting and gardening.

Graham was born in Cumberland County June 29, 1900. He attended the Eureka Springs School which has since been consolidated. When he was 21, he started with the Highway Commission as a section helper. John J. Lampley was his supervisor. In looking back, he recalls, "The road worker's load was greatly relieved when the State took over the prisoners in 1931 as road helpers. Before that time, the work was done by three-man crews who were responsible for complete maintenance of the State's roads. Working conditions have been much improved by the invention and use of present-day road machinery."

Graham was promoted to section foreman and in 1942, he was upped to his present job.

His wife is the former Ida Taylor of Cumberland County. The Grahams live about six miles out of Fayetteville. They are members of the St. Andrews Methodist Church. They have three sons: Emmett Edward, Robert Seavy and Daniel James, Jr.



DANIEL JAMES GRAHAM

Graham is a member of the Long Hill Ruritan Club of Cumberland County.

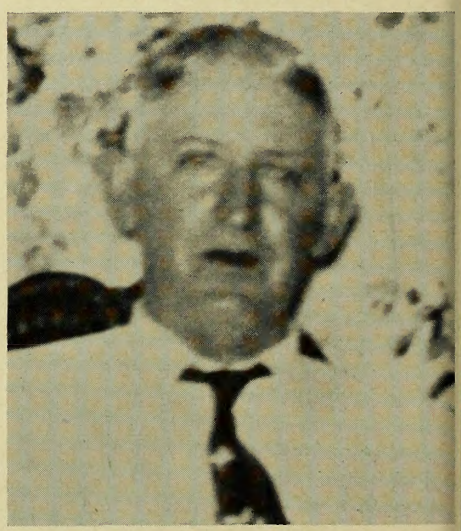
SECTION FOREMAN Jess Davis Gwyn recalls, "I began work with M. F. Saterfield, supervisor, operating a road machine out of Walnut Cove, May 1, 1921. I have been with the Highway Department ever since."

Gwyn was born May 1, 1897, in Surry County. He was educated at Antoich School.

His wife is the former Lillian Gordon. They live on Route No. 1, Mt. Airy and have three children: Jack, Jessie Jewel, and Mrs. Edward J. Mulligan who lives in Concord, New Hampshire. The Gwyns are members of the Antioch Baptist Church.

Off the job, Gwyn goes bird hunting and fishing. He's a member of the Masonic Lodge Round Peak No. 616.

JESS DAVIS GWYN



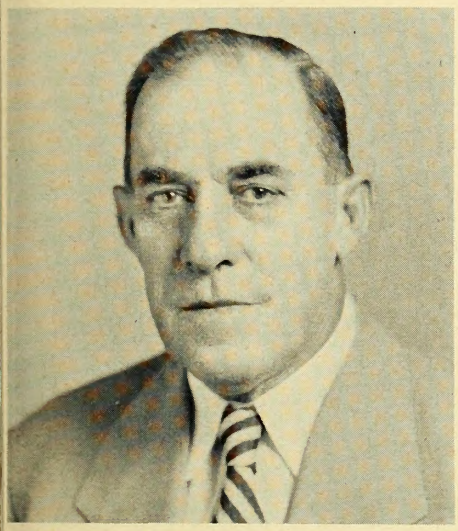
RATED ONE OF THE BEST asphalt inspectors in the State, Paul A. Cameron has spent the majority of his 30-odd years of highway service in this work.

He was born on a farm in Lenoir County in 1891. He is the son of Mrs. Ida Wiggins Cameron and the late John E. Cameron, a former State Highway Commissioner.

Inspector Cameron attended the Lenoir County schools and the University of North Carolina. He is a member of the N. C. Society of Engineers, the Cape Fear Engineers Club and the NCSHEA. Cameron is a great sportman and spends a lot of his vacation hunting and fishing.

In September, 1921, he began work with the State Highway Commission and has been continuously employed since that time.

Cameron is married to the former Rose Atwood Herring of Sampson County.



PAUL A. CAMERON

They have five children. The oldest son, W. D., is married and living in Texas. The oldest daughter is married to R. A. Whitaker and lives in Kinston. P. A., Jr., is an East Carolina College student. The Camerons' two youngest children are twin girls—Marilyn and Mary Ida. They attend Kinston High School.

The Camerons are members of Kinston's Queen Street Methodist Church.

SECTION FOREMAN James Calvin Keel of the Second Division started as a section foreman's helper in Pitt County in 1921. He was promoted to his present classification in 1928.

In 1932, he was transferred to Pinetops. Two years later he was moved to his present job.

He was born October 22, 1896, in Edgecombe County. He is the son of Frederick and Effie Bryant Keel.



JAMES CALVIN KEEL

May 14, 1930, he was married to Margaret McQueen in Tarboro. They still live there at 608 Walnut Street.

His leisure-time activities are fishing and gardening.

THIRD DIVISION Sign Supervisor George Lacy Coleman started his highway work by driving a truck for a constractor. Coleman's truck hauled asphalt and marl.

In 1921, he began working for the State Highway Department as rodman with a construction party headed by resident engineer C. A. Lowe of Red Springs. After one year, he was transferred as a painter to the newly-organized sign department in Wilmington. He worked as a sign painter until 1930 when he was promoted to supervisory foreman in charge of all signs in the old Third Division. He was under the supervision of District Engineer B. Whiteside.

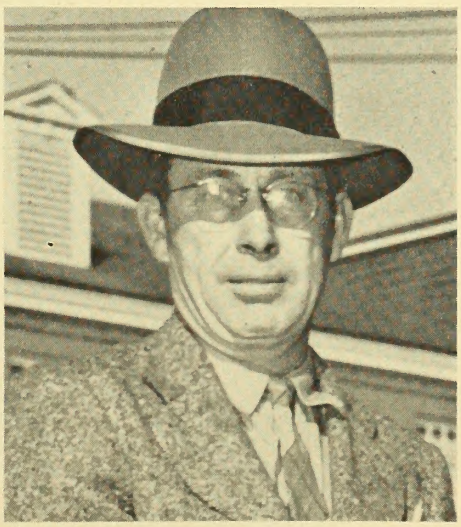
In July 1950, he was promoted to his present job.

Coleman was born January 14, 1904, in Brunswick County. He is a graduate of Leland High School. His wife's name is Dorothy. They are members of the First Presbyterian Church in Fayetteville. They have three children: Jean, George, Jr., and Fay.

Coleman is a member of the N. C. Society of Engineers and the Cape Fear Engineers Club.

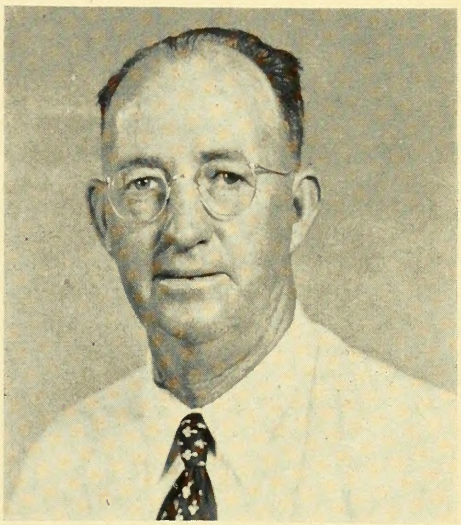
His hobby is fishing, especially fly-casting for fresh water bream and bass. He likes to refinish antique furnish and make antique reproductions. He's mighty proud of the complete work-shop he has built in his home.

GEORGE L. COLEMAN



GANG FOREMAN James A. McCall was born November 14, 1900, in Cashiers. Today he lives on Route 3, Franklin.

His highway service dates from July 5, 1919. The following six years he spent with the engineering department in Jackson and Haywood counties. From May, 1925 to July, 1928, he was on construction in these two counties as well as Transylvania County. In July, 1928, he was promoted to his present job with the Maintenance Department in Macon County.



JAMES A. McCALL

McCall was educated at the Rabun Gap Industrial School. His wife's name is Flora. They are Baptists. The McCalls have six children: Elizabeth M. Huscusson, Nettie M. Justice, James, Daniel, Charles and Jennie Sue.

His recreation is fishing, coon hunting and deer hunting.

The foreman has been a Mason and member of the Junaluskee Lodge No. 145, A.F. & A.M. of Franklin for 27 years. For the past 16 years, he has been a member of the Loyal Order of Moose, Lodge No. 452.

The McCalls are proud of their two sons, James and Daniel, who are in the Armed Forces. James is an Air Force Staff Sergeant and has served overseas twice since his enlistment in 1947. Daniel is an Air Force PFC and he enlisted in 1952.

Prison Report

Progress Made at Women's Prison

Completion of a trim, new administration building, the construction of two cottages for the honor grade prisoners, and a growing fryer and layer program are evidence that real progress is being made at the Women's Prison.

June 2, the administrative and clerical staff moved into their brand new administration building. From a small, crowded three-office frame building, they moved into a compact one-story cement block building with brick veneer.

Inside there is a large lobby, an information booth and telephone switchboard, a combination conference and class room, a comfortable visiting room, and eight offices. The walls are painted a restful shade of green. A display cabinet for the crafts made by the girls is in the lobby.

In the visiting room, inmates can visit informally with their families on Sunday afternoons. There are informal groupings of comfortable chairs and small tables. The modern furniture was made possible by the donations of interested Raleigh church and civic groups and the profits from the prison commissary.

Outside the fence, that surrounds the Women's Prison, a neat one-story honor cottage is nearing completion. It will accommodate 36 colored girls. Each honor prisoner will live in a small, individual room. There will be a games room and a central living room.

Construction on a second honor cottage, for white women, is well underway. It should be ready for occupancy in August. Right now the girls in the craft room are making drapes, bedspreads and rugs for each room in the honor cottages. They're using discarded scraps or donated material to weave colorful draperies.

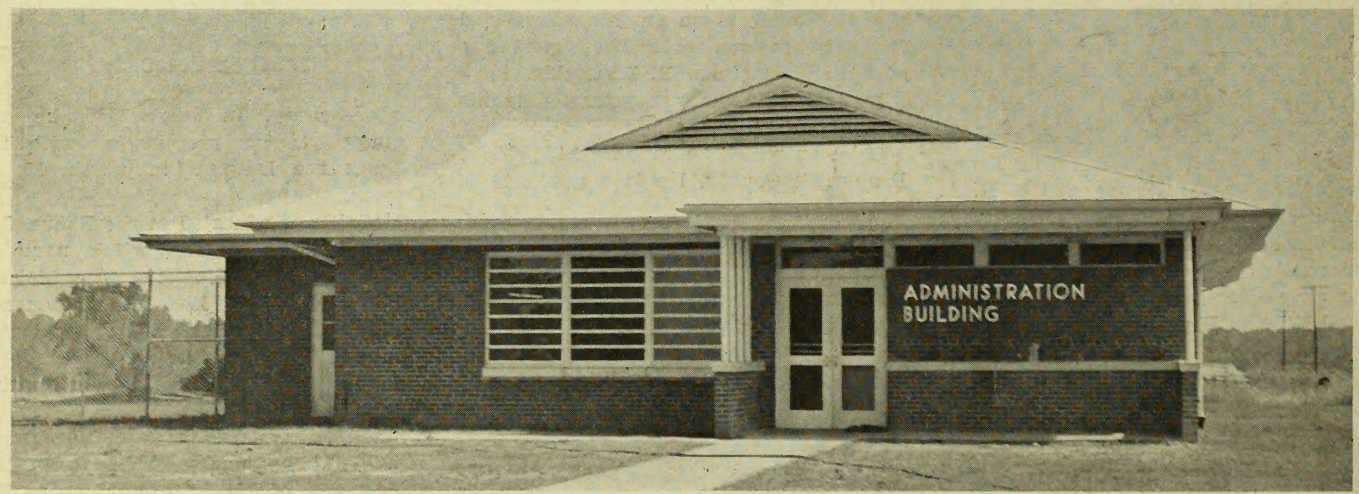
Reeves and Holloway, Raleigh architects on the Women's Prison renovations, designed the new buildings for good control, security and comfort. The windows, specially designed for Women's Prison, are bar-less but constructed for maximum security.

Farm supervisor Lewis C. Smith, a State College graduate in farm management, is responsible for the smooth running of the farm, poultry, beef and swine programs at the Women's Prison. With the advice of the Soil Conservation Department, he has directed the drainage and development of 54 acres of worthless swampland into pastures. Eight baby beef graze on the reclaimed pastureland now. It is hoped the herd can eventually be built up to 25.

A fryer raising program was the first step in the development of a poultry industry. The new brooder house provides space for raising 4,500 fryers now. Former facilities were inadequate; there was room for only 400 fryers. Today 4,500 day-old chicks can be raised and ready in ten weeks for use on prison menus. There are more than enough fryers to supply the needs of Women's Prison. The surplus is sent to the cold storage warehouse at Central Prison for distribution to the State's prison camps. Future plans call for enlarging brooder facilities so that 20,000 fryers can be raised every ten weeks.

Layer production has been stepped up from 500 to 1,000 hens. This increased production adequately fills the need for eggs at the prison.

Caring for the fryers and layers has proved a good work activity for the inmates. It trains them for such work upon their release from prison.

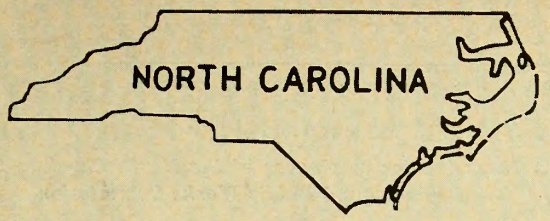


Completion of a trim, new administration building symbolizes the real progress that is being made on the renovation of Women's Prison.

A recently-completed cinder block brooder house provides space for 3,000 baby chicks in comparison to the old chicken house which had room for only 400 chicks. The prison poultry program provides a worthwhile work activity for the women.

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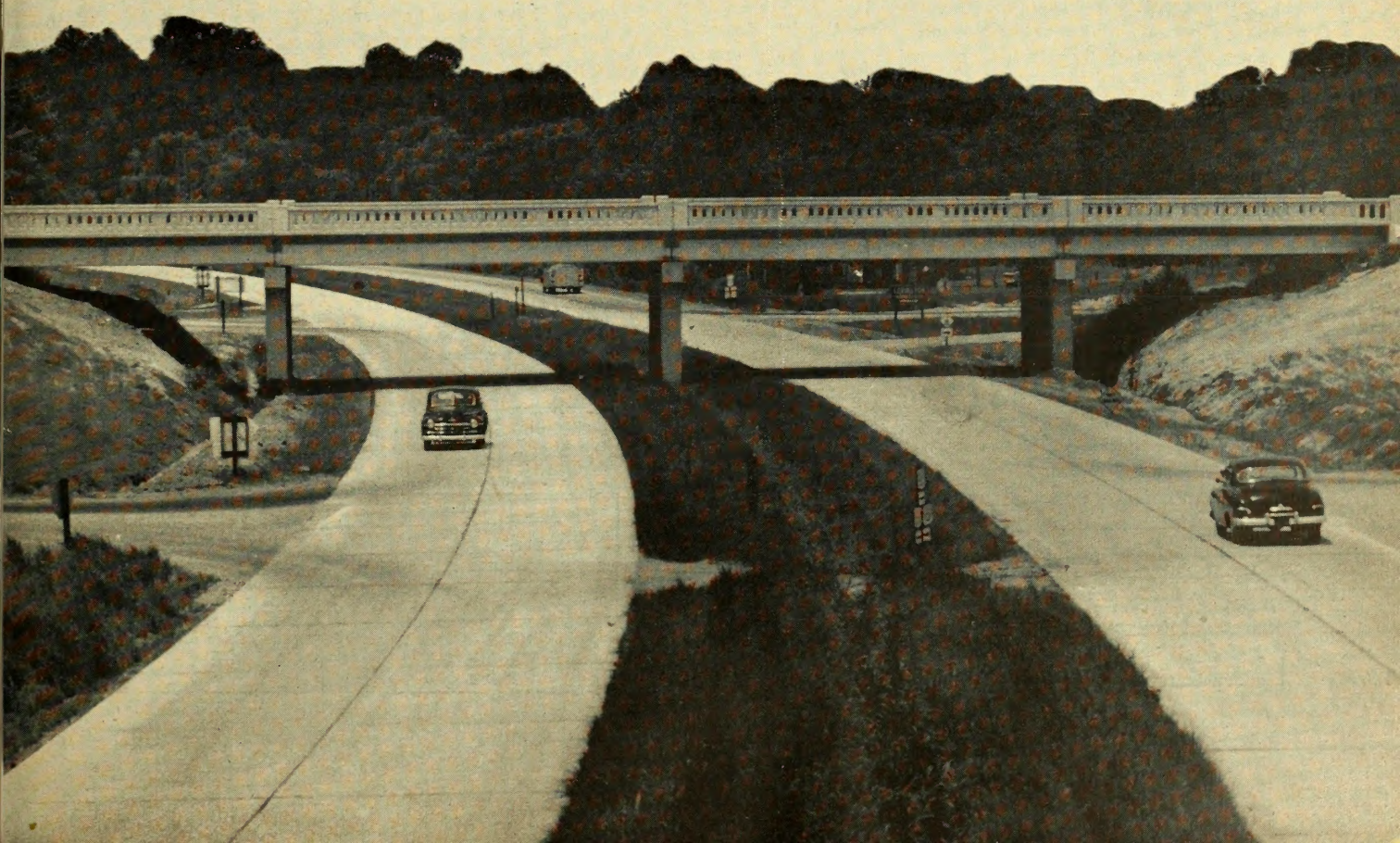


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ROADWAYS

A MAGAZINE FOR EMPLOYEES
OF THE STATE HIGHWAY COMMISSION

SEPTEMBER - OCTOBER 1953



NORTH CAROLINA ROADWAYS

A Magazine for employees of the North Carolina State Highway and Public Works Commission

Published Bi-Monthly By
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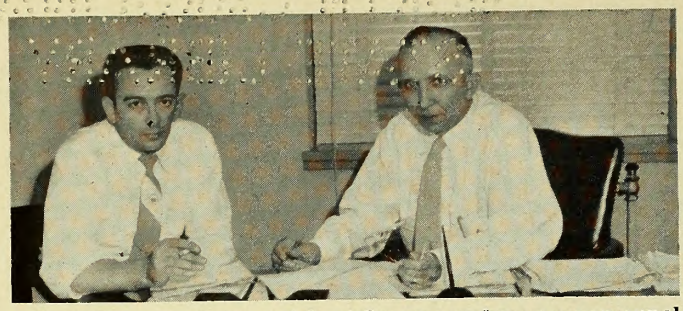
Volume IV SEPTEMBER-OCTOBER, 1953 Number 2

MARGARET BURK, *Editor*

STATE HIGHWAY COMMISSION
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JUNE F. SCARBOROUGH, Statesville
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HARRY E. BUCHANAN, Hendersonville

W. H. ROGERS, JR., *State Highway Engineer*
R. B. PETERS, *General Counsel*



Sam Badgett (left) and Earl Crump confer on a personnel matter.

Open Letter From Earl Crump

(Editor's Note: Our new personnel director obligingly agreed to give his views on personnel policy.)

The administration of highway personnel matters is of primary importance. Proper personnel administration is just as necessary to the efficient operation of the Highway Department as to any business enterprise. My job as director of highway personnel holds vast responsibilities and possibilities. With the help of my very capable assistant, Mr. Sam Badgett, I hope to do a creditable job.

All our employees should have some understanding of our aims and of how the personnel office can help to build a better and more efficient highway department.

The door of the personnel office will always be open to all employees. We sincerely hope that every one will feel free to come in. We are here to render service and discuss any problem which you may have in connection with your job.

With the understanding and whole-hearted cooperation of all, together we can mould our highway organization into one—second to none. To do this, everyone must realize the importance of his job. *There are no unimportant jobs in our highway organization.* With this realization, everyone should take pride and interest in his job and try to set a good example for his fellow workers.

We must realize that the State Highway Personnel Office operates under the rules and regulations of the State Personnel Department. We plan to cooperate fully with that department and to make every possible contribution toward improving and building it into one which will be a credit to our State.

We welcome suggestions. You may be assured your suggestions will receive careful consideration.

Working together, we cannot fail to reach our goal.

Better Public Relations

The following letter was recently sent to all Ohio Department of Highways employees by S. O. Linzell, Director of Highways:

"Dear Fellow Worker:

"This year every employee of the State Highway Department was judged by his supervisor on nineteen different phases of his work. One of these is 'public relations'.

"To many of you this is the first time you have realized that 'public relations' was a part of your job. Perhaps you are in doubt as to what is expected of you in regards to dealing with the public.

"It is essential for every enterprise, both public and private, to maintain the respect and goodwill of the community. You are the representatives of the State Highway Department in your neighborhood and town. Your public relations job is even more important because the people of Ohio are interested in the highways, and as taxpayers they have a right to question the way their tax money is being spent.

"We know that we are doing a good job, but it is up to us to tell the public about our accomplishments, problems, and responsibilities in order to receive public support for our program.

"Under the heading of public relations everyone was rated as to his methods of meeting and dealing with the public. Is he courteous? Does he avoid sarcasm? Does he give the public a good impression of the department? Is he helpful? Has he the ability to work harmoniously with co-workers and supervisors? Is he tactful? Does he have a pleasant disposition? Does he work diligently?

"Very few of us can answer 'yes' to all of these questions even when we are in our homes, so it is safe to assume that we are sometimes lacking in our capacities as representatives of the Ohio Department of Highways.

"The best advertisement for the department is the employee who takes pride in his job, and never belittles his work or the work of others. He does a creditable job in private and business life. He is constantly striving to improve himself, and by doing so he improves his work and his department. Remember—you are the state highway department in the eyes of others.

"Most highway personnel have done an excellent job of creating goodwill for our organization. If you will be public relations conscious, you can further improve the respect of the citizens of Ohio for their highway department. Remember — we are dependent on them for the success of our program."

THIS MONTH'S COVER

The cover picture is a close-up of one of the modern underpasses along the Lexington by-pass on US 29 and 70. The access road below the structure on the right leads up onto the overpass which continues on into the Lexington business district.

The 4.8 mile relocation of the Lexington by-pass which was opened to traffic several months ago cost a total of $1,673,000. US 29—the "Main Street" of North Carolina—is one of the most heavily—travelled north-south highways in the State.

Photo by Pete Bourke.

WITH THE COMMISSIONERS

The last few months have been busy ones for the 15 men Governor Umstead appointed to the State Highway Commission in May. In line with the Governor's policy that the Commission bring its work closer to the people, the commissioners have been travelling extensively in their various divisions. They've done a lot of listening by meeting and talking with the local governing bodies. The Commissioners have carried the word that the bond money has been spent or already allocated to specific projects. From now on, the emphasis will be on rebuilding the primary system and maintaining the present roads.

In the First Division, J. Emmett Winslow has made arrangements for the purchase of a 14.3 mile tract of land from the Perquimans County Board of Commissioners. The site was part of the county home property and is about two miles north of Hertford on US 17. Part of the land will be used for a concrete and brick-veneer building, 208 feet long by 60 feet wide, which will contain an office, stock room, machine shop and repair shop. Another portion will be used for a park for public picnics and outings. The land cost $7,500.

Winslow announced that the new 22-car ferry would be named "Governor Umstead" and was put in operation in August.

Commissioner H. Maynard Hicks of Snow Hill got off to a good start in his division. In June, he held an open meeting in the Greenville highway office for all the chairmen and clerks of the county boards of commissioners in his area.

The Commissioner urged that the work of the Highway Commission be brought closer to the people. He asked the county commissioners to bring their road problems to him and to his assistants in the division and district offices. He requested that the county commissioners screen very carefully any request for the addition of roads to the State system. Hicks announced that he would be in the division office every Wednesday afternoon to discuss road problems with county representatives.

The GREENVILLE REFLECTOR said later: "If the local governing boards throughout the second highway division adhere to the commissioner's plea for closer work between communities and the highway commission, strive for closer work with the communities, great dividends in better road systems will be had by the division as a whole.

"At the same time, work between highway officials and the people of individual communities is being more closely coordinated, work on highway projects between citizens of individual communities must likewise be more closely coordinated.

"Commissioner Hicks has offered a sound suggestion to citizens and all government units of the second division. It should prove profitable to the area as a whole if followed by both highway officials and local government officials and citizens."

Site Found

Commissioner C. Heide Trask announced at the July Commission meeting that a 35-acre site had been found near Wilmington for the new Third Division headquarters. The Commission approved the purchase from the New Hanover County Commissioners of 35 acres at $150 per acre.

The *Wilmington Star* said: "C. Heide Trask is making a good start as commissioner of North Carolina's third highway division.

". . . Shortly after he took office, he assured location of the new division headquarters at Wilmington.

". . . Next, he wisely decided to permit the proposed re-numbering of certain highways in the vicinity of the city to remain in status quo until more definite traffic patterns develop as a guide to future action.

". . . Mr. Trask reports he is obtaining lights and toilet facilities for the roadside park at Snow's cut on the Carolina Beach road.

". . . It is a pleasure to recognize the fact that the best promise of a good division highway administration is a sound and progressive beginning."

Robinson Confers

Commissioner Robinson met with the Johnston County board of commissioners. T. J. McKim reported on a new survey being made on relocating US 301 through Johnston County. He indicated the relocated highway would run within 2,000 feet of Smithfield. Arrangements were made for the county commissioners to meet with representatives of the State at a later date for a further conference.

Commissioner Donnie A. Sorrell met with representatives of the Durham city and county governments and the Durham Chamber of Commerce, June 30. Their representatives agreed to draw up a list of highway needs, in order of their importance, to submit to the State Highway Commission. They decided to draw up one long-range program for meeting highway needs in Durham County.

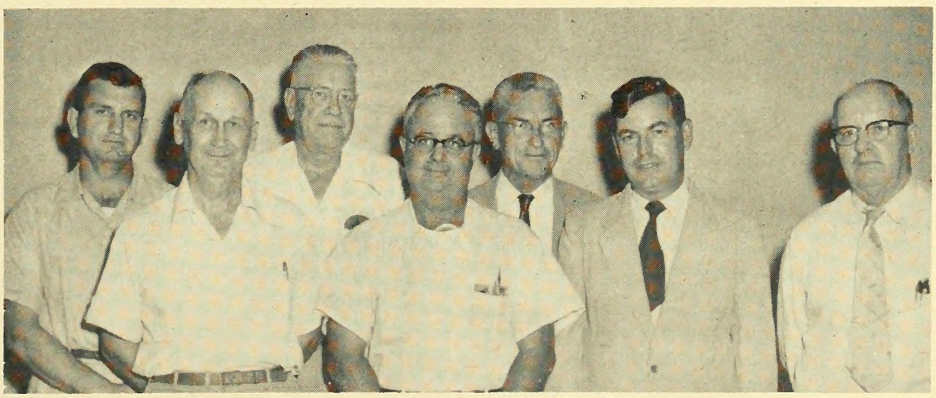
Afterwards, the *Durham Sun* said: "Highway Commissioner Donnie A. Sorrell has adopted a method of consultation on highways which is increasing confidence in his office and in the Highway Department. He is conferring with city and county officials within his division.

"In a word, in open sessions, the Commissioner is allowing all concerned ample opportunity to present needs and proposals. State programs in the Fifth Division (and, for that matter presumably, in other divisions) will be 'open covenants, openly arrived at'. That is encouraging."

In July, Commissioner Sorrell met with Raleigh city officials and assured

(Continued on page 2)

Highway Officials Meet in Greenville



Commissioner Maynard Hicks and highway officials of the Second Division met with county commissioners of various counties to discuss highway problems in July. Front row, left to right: Heber Gray, district engineer at Kinston; C. Y. Griffin, district engineer at New Bern; Hicks; R. Markham, division engineer.

Second row, from left: C. W. Snell, office engineer; H. H. Wesley, district engineer at Washington; and J. L. Phillips, assistant division engineer.

Bridge Department—1921



This picture was made in the Bridge Department drafting room back in 1921, Note the calendar on the wall.

From left, E. R. Boney, now a contractor in Norfolk; W. Z. Betts, manager of Reynolds Coliseum; W. F. Hunter, with bridge department of the New Jersey State Highway Commission; C. W. Stoffregen, with Philip Carey Company in Raleigh; W. F. Morrison, deceased; Hugh Holcomb, a hardware dealer in Mt. Airy; and C. B. Taylor, Bridge Maintenance Engineer.

Of these seven men, four—E. R. Boney, W. Z. Betts, W. F. Morrison and C. B. Taylor—have served as Bridge Maintenance Engineer.

Commissioners

(Continued from page 1)

them that he and his engineers would continue studying proposals for building belt roads around Raleigh and for carrying Dawson Street out to US 1-A and US 1.

Commissioner C. A. Hasty notified county commissioners in Harnett, Cumberland, Robeson, Bladen, and Columbus counties to meet with him at division headquarters in Fayetteville. Earlier he had said, "I intend to follow to the very best of my ability, the absolutely fair distribution of county betterment funds and all other highway allotments throughout my division."

The *Scottish Chief* said: ". . . We believe C. A. Hasty as a State Highway Commissioner will render useful and valuable service to the Sixth Division and to the State. He brings to his office many years of accumulated business success, wisdom, and efficiency. When he makes a decision or chooses a particular course of action, it is the result of careful investigation and judicious examination of all compartments of the problem."

Road Needs Discussed

Citizens in the Seventh Highway Division recently met in the County Building in High Point for a monthly hearing of road needs and requests. Eleven requests were heard by Commissioner J. Van Lindley, division engineer T. A. Burton, and district engineer W. W. White. Lindley said the meetings will be held in a different location in the division every month, giving citizens an opportunity to report on local road conditions and needs. A proposal to widen the Highland Avenue underpass was presented by High Point City Manager T. E. Hinson. Ten other requests were heard. Suggestions and requests made at the meeting are being studied.

Commissioner Forrest Lockey was named by Governor Umstead a member of the North Carolina Turnpike Authority. Lockey announced that a survey had been authorized for US 1 from Aberdeen to the Richmond County line, and also on US 15 and 301 from Pinehurst to Carthage. Later he said that a one-half mile long road will be built from near Aberdeen on Raeford road to connect with the new road through the Hugh Styers property and to the Old Bethesda road at the turn between Mrs. Brooks' home and the A&R railroad. The road should route Fort Bragg troop movements around Aberdeen to Camp Mackall.

Commissioner James A. Gray, Jr., held his first hearing in June in the Stokes County Superior Courthouse in Danbury. About 100 persons representing three of the five counties in the Ninth were on hand to present their road needs.

Expressway Planned

In July, Gray and Chairman Graham met with Winston-Salem officials to discuss the proposed cross-town expressway. The Chairman said negotiations for secural of right-of-way would start at once and that if plans progress satisfactorily, the Commission would ask for bids on the construction of the first stretch within 60 to 90 days.

After the Winston-Salem meeting, the Chairman and Commissioner Gray hurried to Salisbury where they conferred with Mayor John Henry Isenhour; chairman of county commissioners P. K. Dry, City Manager S. C. MacIntire, State Representatives George Uzzell and William Barnett, Walter H. Woodson, Jr., chairman of the Rowan Democrative Executive Committee, Graham Carlton, register of deeds, and State Senator Nelson Woodson. Chairman Graham said the surveys will be made on the east and west sides of Salisbury and the final decision on the by-pass route will rest on the engineering findings.

Commissioner Hardison was recently appointed by the Governor to the N. C. Turnpike Authority. Hardison served four years on the State Highway Commission during the Ehringhaus administration from 1933 to 1937.

In July, Commissioner Hardison held an extended conference with the Anson County Commissioners: Dr. F. Y. Sorrell, W. H. Edwards, L. C. Springer, P. B. Little, and B. M. Edwards. Hardison announced that T. F. Royal would be in the Albemarle office every Tuesday morning to confer with Stanly County residents concerning highway problems. The Commissioner has been holding division-wide meetings every second Tuesday in the month. He plans to rotate the meeting places each month.

In July, Commissioner W. Ralph Winkler addressed the North Wilkesboro Kiwanis Club. He spoke on the improvement which had been brought about in recent years by highway construction and complimented the Wilkes County people on their interest in road matters.

In commenting on Mr. Winkler's appointment, the *Watauga Democrat* said: ". . . Watauga gets her first highway commissioner in the history of State road-building and maintenance program.

". . . Mr. Winkler is eminently qualified both by experience and temperament to make the district the sort of commissioner of which the folks will feel proud."

Meeting in Statesville

July 13, Commissioner June F. Scarborough held his first hearing on division road matters at the District Two office in Statesville. Men, women, and children formed 70 delegations to present their petitions. It looked like a county fair with road petitioners filling up the highway office, and sitting in the yard and on the rock wall around the building. Cars were parked bumper-to-bumper on the quarter mile road to NC 21. Commissioner Scarborough along with division engineer L. B. Peck, assistant division engineer E. L. Kemper, district engineer H. H. Weaver, and district engineer P. D. Miller heard road

Top Engineers Hold One-Day Meeting in Raleigh



Our fourteen division engineers and their assistants, flanked by Chief Engineer W. H. Rogers, Jr., on the right, and L. W. Payne, assistant State Highway Engineer, on the left, line up on the stage of the auditorium of the new highway building in Raleigh.

Recently Bill Rogers called in the top engineering personnel from each of the 14 divisions for a one-day conference in Raleigh. Chairman Graham and department heads in the Raleigh office briefed them on their work under the new 14-division set-up. It was a very informative meeting and gave our engineers with the "know-how" an opportunity to discuss mutual roadbuilding problems.

Many of these men have 30 or more years service with the Commission. Their vast experience in the highway field qualifies them to render valuable service to the State.

From left, on the front row: Payne, W. N. Spruill, First Division; R. Markham, Second; C. E. Brown, Third; T. J. McKim, Fourth; Hunter D. Irving, Fifth; L. E. Whitfield, Sixth; T. A. Burton, Seventh; T. G. Poindexter, Eighth; Z. V. Stewart, Ninth; M. E. Beatty, Tenth; J. H. Councill, Eleventh; L. B. Peck, Twelfth; W. M. Corkill, Thirteenth; G. G. Page, Fourteenth; and Rogers.

The assistant division engineers, on the second row, from left: J. D. Miller, Jasper L. Phillips, R. V. Biberstein, T. D. Grantham, J. W. Jenkins, Jack Spruill, Paul Welch, A. J. Hughes, R. B. Fitzgerald, J. G. Bright, J. E. Doughton, E. L. Kemper, J. T. Knight, and F. W. Westwood.

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requests from 10 that morning till six that night. There was one delegation from Alexander County; two from Lincoln; two from Gaston; nine from Catawba; and all the rest from Iredell.

Commissioner J. Fleming Snipes has been meeting and talking with various groups in his division regarding road matters. Earlier he outlined several projects now under consideration for construction in his area, e. g., a four-lane highway between Black Mountain and Ridgecrest and paving the Old Fort-Ridgecrest road.

The *News-Herald* of Morganton in commenting on his appointment said: ". . . Mr. Snipes is well qualified for the position in ability and interest and in being able to devote to the tremendous task the time which it will require.

"We welcome his appointment and commend him in his plans to consult the largest possible number of people regarding highway needs in his district."

Commissioner Harry Buchanan has also met with local representatives and groups interested in road matters in his mountainous division.

In citing his appointment, the SMOKY MOUNTAIN TIMES of Bryson City said: "It is our studied judgment that Governor Umstead has made an excellent choice . . . Already he (Buchanan) has proven that progress and improvement of Western North Carolina are goals for which he has devoted time and energy to accomplish. Harry Buchanan knows the highway needs of Western North Carolina."

Ceremonies Mark Opening of Road

Impressive ceremonies marked the completion and the June 22 opening of the Heintooga Ridge Road, a new five mile link between the Great Smoky Mountains National Park and the Blue Ridge Parkway in western North Carolina.

Kelly E. Bennett, chairman of the North Carolina National Park, Parkway and Forrests Development Commission presided. Charles E. Ray of Waynesville introduced the principal speaker, Conrad L. Wirth of Washington, D. C., who is director of the National Park Service.

In his dedicatory address, Mr. Wirth complimented the leadership of North Carolina and Tennessee residents in bringing about the establishment and development of the park.

State Highway Commissioner W. Ralph Winkler of Boone introduced Fourteenth Division Commissioner Harry E. Buchanan and Charles McD. Puckette, general manager of the CHATTANOOGA TIMES and a member of the joint North Carolina-Tennessee Committee for the Great Smoky Mountains National Park. Each spoke briefly in accepting the road for the public. The mile-high Heintooga Overlook was the scene of the noon dedication ceremonies.

The Heintooga-Blue Ridge Parkway scenic spur, totalling 12 miles in length, is at the eastern boundary of the Cherokee Indian Reservation, which the motorist may reach by continuing west from Soco Gap on US 19. Nearly all the scenic highway is a mile high or more and has numerous overlooks giving an unexcelled view of the Great Smokies. Because of its high altitude, this new road is closed during the winter, but is open from May to November.

Among others who appeared on the dedication program was Francis J. Heazel, member of the N. C. National Park, Parkway and Forests Development Commission, who recognized special guests.

Those recognized included: E. B. Jeffress of Greensboro, former chairman of the State Highway Commission; D. Hiden Ramsey, vice-president of the ASHEVILLE CITIZEN-TIMES Company; Harry L. Bridges, State Auditor; Edward A. Hummel, superintendent of the National Park; Sam Weems of Roanoke Va., Parkway Superintendent; Joe Jennings, Cherokee Reservation superintendent; R. Getty Browning, the Highway Commission's chief locating engineer; H. C. Wilburn of Waynesville; Dr. Paul Reid, president of Western Carolina Teachers College; Bill Sharpe, editor of the STATE Magazine; John Parris of Sylva; and Bart Leiper of Waynesville.

The Rev. Arsene Thompson, a Cherokee Indian minister, gave the invocation.

Following the dedication, the Waynesville-Hazelwood-Lake Junaluska Chambers of Commerce were hosts at a luncheon at the Waynesville Country Club.

Landslides--Why?

by

EBRAHAM SHEKARCHI

HIGHWAY GEOLOGIST

For many years, it was thought that landslides occurred only along mountain highways. A recent survey shows this is not true. On the contrary, slides occur on Piedmont and coastal plain highways as well. Only the underlying causes are different.

The movement or slipping of a mass of earth or rock is a landslide. Three factors cause earth or rocks to tumble onto the State's highways: climate (freezing, thawing and weathering of rock), underground water, and geological structure (faults, dykes, intrusive bodies and layering of rocks).

Last April slides which occurred on US 321 about nine miles south of Boone were apparently caused by underground water. Upon studying the area, I found the trouble was due not so much to the presence of underground water as to the freezing and thawing of this underground water. Although the slope had been properly constructed, the freezing and thawing of water had caused seepage through the joint planes. This, in turn, caused them to separate. The result? A large number of smaller, lesser joint planes were formed. The angle of the slope had changed and the surface material was sliding along the slope plane toward the highway. To correct this condition, it was suggested that a wider angle slope be cut in this area with less dependence on the physical characteristics of the rock.

Many people think that nnderground water alone causes most slides. True, underground water is responsible for about 65 per cent of all slides. However, 35 per cent are caused by structural topography, climate and rock formation.

I have seen many examples of underground water causing slides on highways across the State. In many cases during blasting, small springs were blinded and neglected. Later when these springs were active, they produced small reservoirs which loosened materials along the cuts. In time, moisture from the inside and oxidation from the outside combined to loosen the surface material which then slid to the highway.

The placing of proper drain tiles or perforated pipe as artificial outlets for these springs usually corrected the condition.

The position of dip and strike of a formation is important in cuts along the highway. If stratified rocks dip in the direction of the slope of the hill of which they form a part, slipping is initiated along the bedding planes of the formation. Cleavage might produce the same kind of slipping. Slides of this type are likely to start from artificial causes. If the stratification of cleavage planes dips towards the face of a slope, the removal of rocks during grading leaves the material unsupported.

Sometimes dykes and faults running through an area can cause slides. Small intrusive bodies also contribute to the trouble. On the new road—US 441—between Franklin and Dillsboro, examples of all these problems were observed. It was suggested that properly placed benches and correct angle of slope would prevent or minimize any trouble in these cuts.

My service and advice is available to those who work with the problem of landslides on the highway.

District Office Opens

The First District Office of the Fourteenth Division was located recently at 526½ North Main Street in Hendersonville. All maintenance and construction on the State's roads in Henderson, Polk, Transylvania and Haywood counties will be handled in the Hendersonville office.

Commissioner Harry Buchanan plans to do most of his office work from the Hendersonville office.

Paul J. DuPre is the district engineer; Ernest H. Webb is maintenance supervisor; Mrs. William E. Strider, Jr., is the secretary.

DuPre has been with the Commission since 1936. He served with the Armed Forces during World War II. Prior to the war, he had worked in the old Tenth Division which included Henderson County. He was stationed at North Wilkesboro before coming here.

Buchanan announced that public meetings would be held each month. The meeting places will be rotated through the counties of the division until after two months, a meeting will have been held in each county.

The Boards of County Commissioners of all counties of the division will be invited to attend all of the meetings.

PROMOTED

Two senior resident engineers were recently promoted to senior construction engineers.

R. J. Albert, senior resident engineer in the Old Ninth Division office at Shelby, was upped to construction engineer. He succeeds G. G. Page who was recently named division engineer for the new Fourteenth. Albert will continue to have headquarters in Shelby. He will inspect all roadway construction done by contract forces in the Eleventh, Twelfth, Thirteenth and Fourteenth Divisions.

T. G. Morton, senior resident engineer in the old Fifth at Greensboro, replaces Hunter D. Irving who was promoted to division engineer of the new Fifth. Morton will have headquarters in Raleigh. He will inspect all roadway construction done by contract forces in the Fourth, Fifth, Seventh, Eighth, Ninth and Tenth Divisions.

E. P. Koonce, construction engineer of the Jacksonville office, will continue making final roadway inspections in the First, Second and Third Divisions. He will also inspect in the Sixth.

The State's three highway construction engineers make field plan inspections before road work is started, current inspections of work in progress by contract forces, and final roadway inspections. They check to see that the State's plans for road construction are carried out by the contractor.

Albert is a civil engineering graduate from VPI. His highway service dates from 1921 when he started with the Commission as a rodman. He left the State briefly to work for the Florida and then the Tennessee State Highway Departments.

Morton started with the Commission as a draftsman in 1926. After one year, he left the State and worked two years for the Alabama Highway Department and twelve years for the Missouri Highway Department. An Army Reserve, he served from 1941 to 1946 as a Lieutenant-Colonel. In 1946, he returned to North Carolina and the State Highway Commission as senior resident engineer in the Greensboro office. He is a 1926 civil engineering graduate from N. C. State College.

Albert, Morton, and Koonce work directly under W. E. Hawkins, State Construction Engineer.

AGC Entertains

The Carolinas Branch of the Associated General Contractors of America, Inc., royally entertained the Commission members, highway employees in the Raleigh office, and the division engineers at a barbecue at Trojan Lake near Raleigh recently. Executive secretary S. C. Austin was in charge of the arrangements.

Governor and Mrs. Umstead were there with Highway Chairman and Mrs. A. H. Graham.

After a delicious supper of chicken barbecue, highway folks and contractors played shuffleboard and danced. A few venturesome souls even went row-boating on the lake.

Our sincere thanks to the AGC for a highly enjoyable party. "A good time was had by all."

Paving Tested

A two-mile section of US 301 near Godwin in Cumberland County may hold the answers to miles of highway paving questions.

The two-mile strip is an outdoor laboratory for bituminous contractor's and the Highway's research engineers. The Commission hopes to get an accurate idea of which of 14 different types of bituminous and asphalt resurfacing stand up best under heavy traffic.

The experiment was started more than a year ago. Several months were spent in selecting a suitable location. The Godwin section was picked because it is on one of the heaviest—travelled roads in the State and because it was badly worn. It had a very high type of bituminous surfacing which had been in service only 17 months but had failed and was considered hazardous.

In preparation for the experiment, the bituminous surfacing was scraped off with road machines and the old and worn concrete pavement was exposed to traffic again.

Last fall, highway forces and contractors' workers divided the test section into 14 sub-sections of 1,000 feet each. Into each sub-section, a different bituminous surfacing mixture was spread. Records were kept on each of the 14 test mixtures.

The strip was graded in 1926, and paved with 16-foot wide concrete. After 12 years of service, three curves were relocated and paved with seven-inch concrete, 20 feet wide. The remainder was widened from 16 to 20 feet.

Results of the tests should be ready late this fall.

Service Pins Presented

Unit Six of the NCSHEA recently held a barbecue supper at the Wagram Prison Camp. Highway employees from Scotland and Hoke counties were present.

Sixth Commissioner C. A. Hasty and Eighth Commissioner Forrest Lockey were among the guests. Each spoke briefly.

Supt. A. D. Thames of the prison camp welcomed the visitors. Chairman Hal McMillan recognized the special guests.

After executive secretary Otis Banks spoke, Division Engineer T. G. Poindexter presented service pins to the highway employees.

Those receiving five-year pins included: Hal McMillan, W. F. Caulder, Jr., Jesse Chavis, N. J. Evans, James Guinn, G. W. Pate, E. M. Peele, J. D. Priest, J. W. Priest, P. Priest, J. C. Wallace, D. H. Wright, G. E. Cannady, Lee Rue Seals, and Clarence David Smith, Jr.

Ten-year pins were awarded E. J. Clark, D. M. Coleman, Tom Dunlap, Julian Guinn, Clyde Wallace, Frank Wallace, and Edgar Vestal Halcomb.

Fifteen-year pins were presented W. P. Currie and J. A. Peele.

Lacy Blue, W. G. Davis, James Deaton, James E. Lee, R. L. Lee, William Monroe, and F. T. Peele received 20-year pins.

Work Progresses on Pigeon River Road

Work was ahead of schedule on the grading and structures of the Pigeon River Road. The contractors, A. B. Burton Company, started work on the 6.59 mile improvement in April. Since then, the contractors have been blasting through rock on both the Tennessee side and the North Carolina side. The Pigeon River canyon is an isolated, uninhabited section. Since it is in such an inaccessible territory, contract forces have been walking part of their way to work each day.

The Pigeon River project is the first link in a proposed 22-mile road from Waterville at the Tennessee line through the Pigeon River Gorge to Cove Creek. The highest elevation on the new road will be about 2,500 feet. The maximum grade is not expected to exceed five per cent. The proposed alignment calls for a 800-1000 foot tunnel through solid rock between Cold Springs and the Tennessee line.

Work Starts on New Shops

The Commission plans to construct three brick and concrete block division highway shops at Wilmington, Hertford and Sylva. The buildings will be 208 feet long and 60 feet wide with concrete floors and brick-veneer walls. Each will be laid out for a 45 by 50-foot office and stock room, a 45 by 45-foot machine shop and a 45 by 15-foot lavatory, toilet, machinery, and heating space. The remainder of the building will be used as a repair shop.

Bridge maintenance department crews or local contractors will erect the walls and main sections of the buildings.

The Wilmington shop will serve the new Third Division; the Hertford shop, the new First Highway Division; and the Sylva shop, the new 14th Highway Division.

Reduced Rates Offered for 1954 Ice Capades

Special, reduced rates will be extended to highway employees, their families, and guests for the opening performance only of "Ice Capades of 1954" in the Coliseum at N. C. State College in Raleigh, Tuesday night, November 3, at 8:30 o'clock, according to W. Z. Betts, director of the Coliseum.

Highway employees can obtain details of the special rates, together with ticket application blanks, from the heads of their particular department or division or district offices.

For the opening night performance only, highway employees can buy regular $3.00 tickets for $2.00, regular $2.50 tickets for $1.75, regular $2.00 tickets for $1.50, and regular $1.50 tickets for $1.00.

Wayside Park Is Appreciated

The following note from the J. Clark Leis's of Clairton, Pennsylvania, was recently left at one of the State's roadside parks in Watauga County:

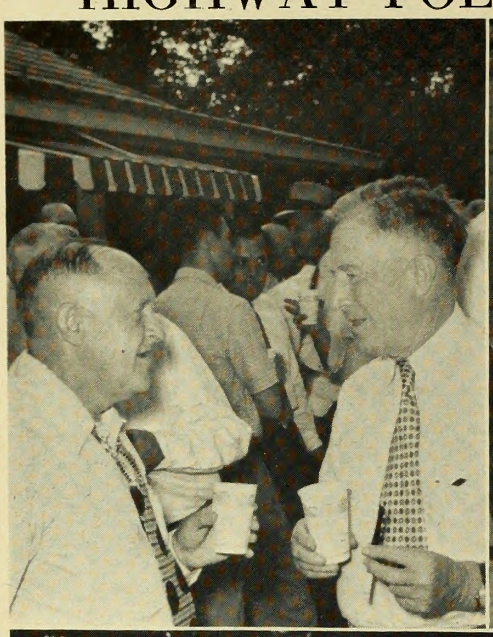
"To the Department of Parks, or whom it may concern:

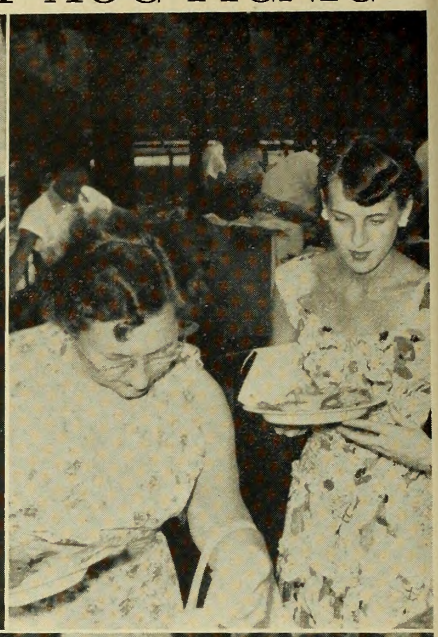
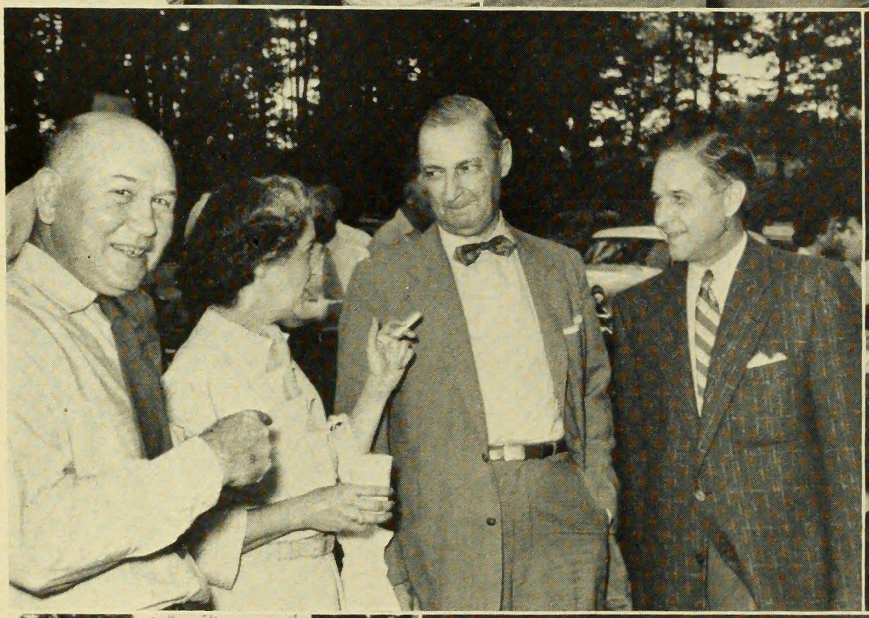
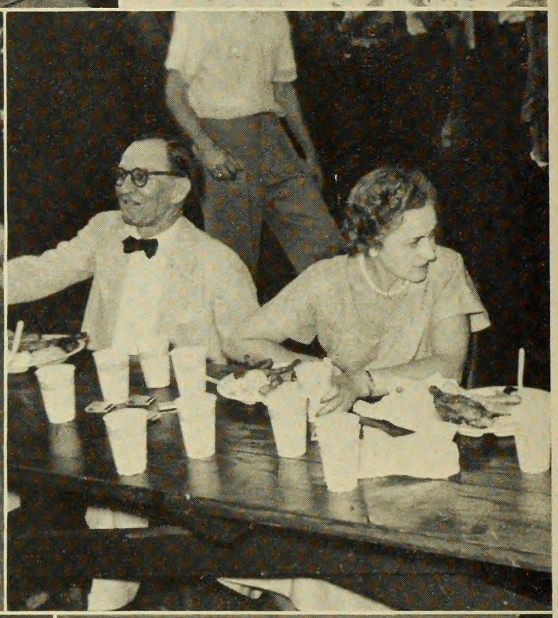
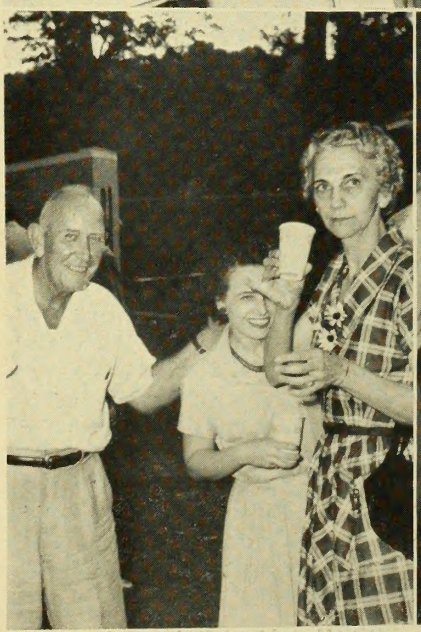
"We have been to Florida and California two different ways; also to South Carolina twice. On all our trips, we generally use our picnic stove and ice box, and thus look for good clean places to eat and relax.

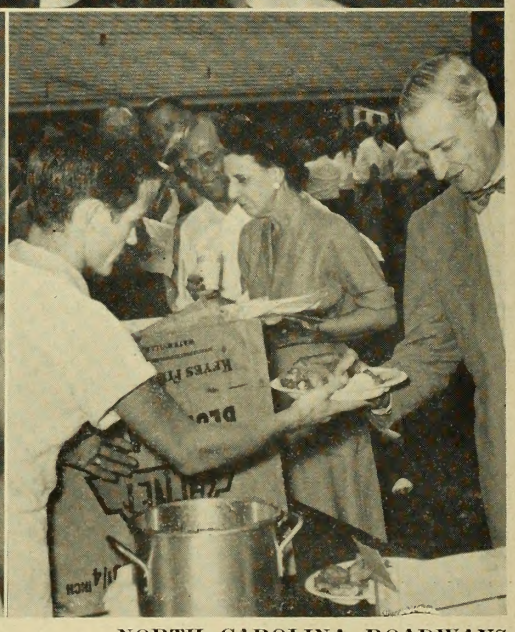
"In all our traveling, this small wayside park has been the most enjoyable and convenient we have seen.

"Keep up the good work. It is appreciated."

HIGHWAY FOLKS HAVE FUN AT AGC PICNIC

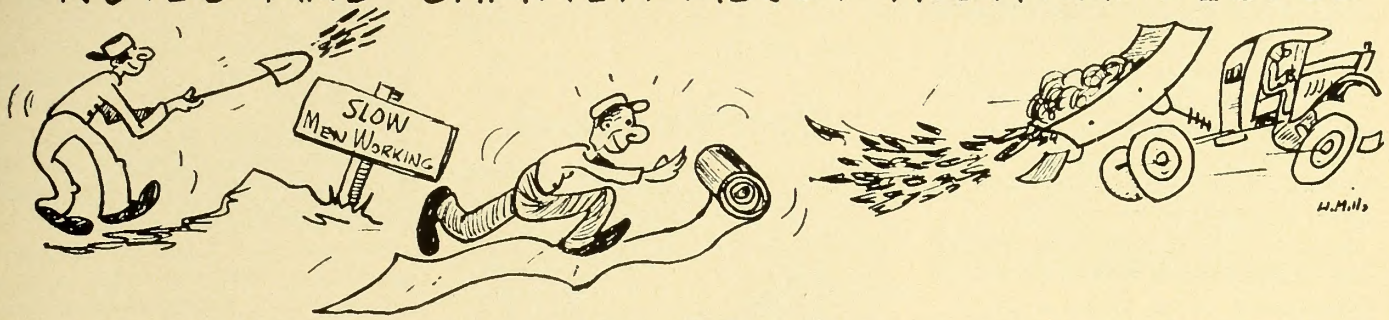




TAR WHEELS

NOTES AND CHATTER ABOUT HIGHWAY PEOPLE



DIVISION TWO

SUMMER TOURISTS . . . The *P. L. Fields* motored through Virginia visiting points of historic interest and scenic beauty . . . They also visited in Washington, D. C. . . . The *M. E. Newmans* spent an enjoyable two weeks visiting *Mr. Newman's* old home in Glasgow, Missouri . . . The *H. L. Brileys* spent a relaxing vacation with relatives in Richmond . . . While there, they attended the opening of a new furniture store owned by their relatives . . . The *J. F. Pooles* report a delightful trip to Niagara Falls and Canada . . . The *J. L. Brileys* attended the wedding of friends in Spartanburg, South Carolina . . . On their return, they spent several days at Myrtle Beach and stopped for a visit with the Ike Strawns in Columbia . . . *Mrs. Strawn* is a former equipment employee . . . The *G. P. Sanders* spent a seashore vacation at Topsail and Carolina Beach . . . The *D. F. Johnsons* went to Nagshead and Manteo . . . The *L. B. Coxes* went to historic Williamsburg and Manteo . . . *Mrs. Bratha Abee* and family rested at Kure Beach for a week . . . The *E. M. Woolards* visited friends in Norfolk as well as relatives in Carolina . . . They stopped at several Virginia beaches . . . Other vacationists include: *L. C. Bunch, Jr., J. H. Guirkins, J. F. Rouse, A. W. Sumrell, A. W. Williams, Jr., J. F. Phillips,* and *H. W. Stokes* with the equipment department.

SICK LIST . . . *Carl Laughinghouse* was ill at his home . . . *Willie Adams,* section foreman, is recuperating nicely in the Taylor Hospital in Washington.

THE CONSTRUCTION party of *C. D. Bass* has three junior additions . . . Little *Joe Ann Taylor* was born June 23 to the *G. A. Taylors* . . . Master *Ralph D. Bailey, II,* was born July 26 to the *R. D. Bailey's* . . . and Master *Clinton Cox, II,* was born July 29, to the *Clinton Coxes* . . . Our best wishes to the proud parents.

THE PITT County chapter of the NCSHEA hit an all-time high attendance record in June when 200 folks were present for the sumptious barbecue dinner meeting . . . The *K. R. Scotts,* the *Earl Crumps, Dr. Paul Jones* of Farmville, and Secretary Otis Banks were among the guests . . . A safety movie was shown . . . An enjoyable program was furnished by *Mark Worthington* (The One-Man Band) . . . This year's officers were re-elected for another year: Chairman, *Anne Askew;* Vice-Chairman, *Horace Vincent;* Secretary-Treasurer, *Charles Bass . . . C. D. Bass, Lonnie Buck, J. L. McDonald, Johnnie Briley, Harold Ross, Jasper Boyd, D. F. Johnson,* and *Paul Crawford* prepared and cooked the barbecue which everyone liked.

On the Job



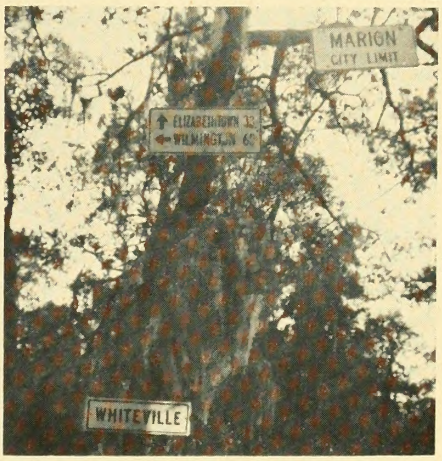
This motor grader was recently used to spread plant mixed hot asphalt at the new Weighing Station on Wilkinson Boulevard near Charlotte.

From left, J. C. Phillips, gang foreman; on the motor grader, Perry Sloan, operator; E. M. Boone, section foreman helper; and Ed Lipscomb, truck driver.

DIVISION THREE

THE DUPLIN Chapter of the NCSHEA held its regular bi-monthly meeting June 26 . . . Officers for the coming year were elected: *Bill Ingram,* chairman; *J. C. Nethercutt,* vice-chairman; and *J. D. Kornegay,* secretary-treasurer . . . A fine fried chicken supper was served . . . Sampson County visitors included district engineer *B. Whiteside,* maintenance supervisor *Thad Carroll, Mr. Wooten,* and *Red Kirkland.*

WE ARE SORRY that mechanic *E. J. Pridgen* of Kenansville recently lost his home by fire . . . Fortunately members of the family escaped without injury as the fire started at three in the morning.

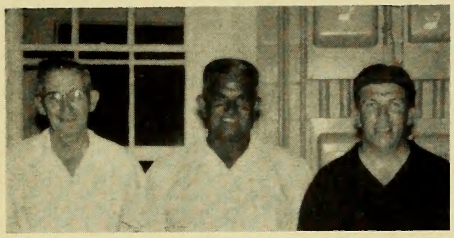


SOME VANDALS with a distorted sense of humor went to great trouble to collect signs from all over North Carolina and even parts of South Carolina.

Highway employees found three truck loads of the signs mounted in tree tops and nailed upon trees in an isolated spot —the banks of Turnbull Creek in Bladen County—about five miles from a highway.

Such destruction of the State's highway signs annually costs the State about $250,000!

Wilson Officers



When the Wilson County Chapter of the NCSHEA met at the division shop in Wilson in June, these men were elected officers for the coming year, from left: Bennett Flowers, chairman; Tom Wilkins, vice-chairman; and John M. Webb, secretary-treasurer.

Flowers is with Equipment, Wilkins with Landscape, and Webb with division office.

T. J. McKim, Earl Crump, and F. M. Edgerton spoke briefly. Each discussed benefits from working harmoniously together.

MAINTENANCE foreman *N. T. Pickett's* son, W. F., recently joined the Armed Services and is stationed in Alabama.

SICK LIST . . . *G. F. Brown* continues his convalescence from a recent illness at home . . . *A. W. Ivey* is at home recuperating from a sickness . . . *C. J. Guy* is a patient in the Veterans Hospital in Durham, where he is being treated for arthritis . . . *E. O. Littleton* is still absent from work due to an illness . . . *R. D. Brown* is back on the job after a spinal operation at the Veterans Hospital in Durham.

DIVISION FOUR

CONGRATULATIONS to *T. D. Grantham* who was appointed assistant division engineer . . . It is a well-deserved honor and the folks in the Fourth offer him their cooperation . . . *Grantham* is a former resident engineer.

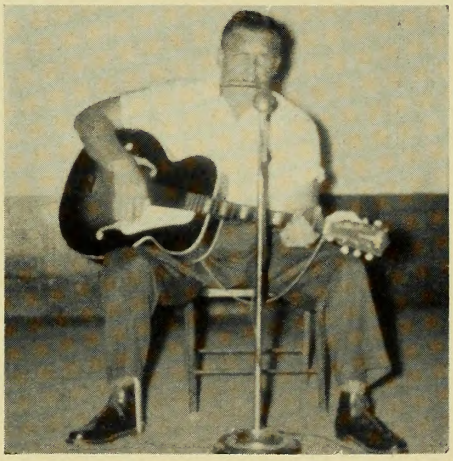
DIVISION engineer *T. J. McKim* is on a 30-day leave of absence . . . Construction engineer *E. P. Koonce* of the Jacksonville office will be acting division engineer while Mr. McKim is out.

ROBERT BRADSHAW, JR. and *Bobby Goudy* were summer workers with the Construction Department . . . *George Brinkley, Jr.*, son of the division equipment superintendent, worked during the summer with *D. H. Hancock*.

FOUR MEN attended the National Guard's two-week summer encampment: District engineer *Ivan Hardesty*, road oil supervisor *S. F. Holmes*, right-of-way man *J. G. Lamm*, and road oil employee *H. C. Moss* . . . Five men in the location party—*Alton D. Dickerson, Homer M. Batchelor, Harvey R. Boyette, John A. Kennedy*, and *Kenneth T. Pearce*—were called to active duty with the Guard for training.

OUR DEEPEST sympathy to *G. W. Mitchell*, road oil employee, who recently lost his father . . . And to the family of temporary road oil employee *J. B. Burnette* who was killed in an automobile accident, July 25.

One-Man Band



Mark Worthington put on a one-man band show when 200 people attended the Pitt County chapter of NCSHEA meeting at Greenville in June. Mark is a talented highway employee and an active Association member in Greene County.

VACATIONS . . . *Monk Webb* of the division office reports he saw several real good ball games in Washington, D. C., in June . . . District two engineer *R. W. Dawson* and his family saw several good shows and visited Radio City when they recently vacationed in New York City . . . Secretary *Audrey Lamm* of the division office took a recent trip to Carolina Beach . . . The Sid Clarks and Tommy Perry accompanied her . . . Secretary *Alma M. Moore* of the division office returned from her New York City vacation flashing a big diamond ring . . . She married her Tony in September.

STENOGRAPHER *Mrs. Mary Burgess* of the right-of-way department attended the Rocky Mount June German . . . Engineering aide *George Sakas* also attended.

SIGN SUPERVISOR *Burrell Connor's* daughter, Peggy, was recently married to Charles Horace Bedgood, Jr.

A GENERAL meeting of the district engineers, maintenance supervisors and division road oil supervisor was held in the division office in June . . . Commissioner *Emmett Robinson* and division engineer *T. J. McKim* presided . . . Assistant division engineer *Grantham* and division equipment superintendent *Brinkley* were among those who attended.

THE JOHNSTON County chapter of the NCSHEA held a meeting in June . . . A barbecue dinner was served . . . At the business session afterwards, these men were elected officers for the coming year: *James Massengill*, chairman; *T. C. Gupton*, vice-chairman; and *Joe Massengill*, secretary-treasurer . . . Brief talks were made by *Earl Crump* and *Bob Dawson*.

THE J. C. JONES, JR., announce the birth of a baby boy, June 26 . . . *Mr. Jones* is with the Wilson County Maintenance Department.

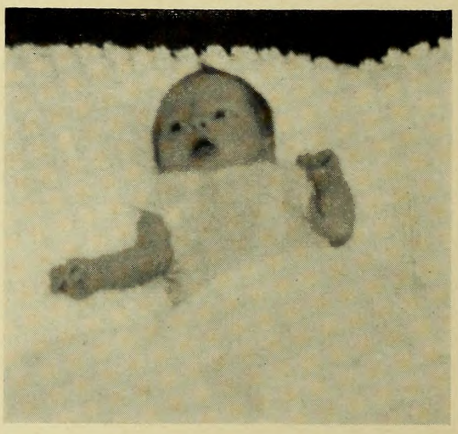
DONALD W. STEHLEY recently passed his five-year work anniversary with the Commission . . . Congratulations, Donald.

A SPEEDY recovery to road oil employee *George W. Davis* who was seriously injured in an automobile accident and is now in McGuire Hospital in Richmond . . . And to resident engineer *S. O. Southall's* wife who is home from the hospital and recuperating from a minor illness.

THE NASH County Chapter of the NCSHEA met in the Nashville equipment shop in June . . . After a barbecue supper, officers for the coming year were elected: *M. P. Yount*, president; *R. W. Hawkins*, vice-president; and *Mrs. Clatie Abernethy*, secretary and treasurer . . . Guests included *T. J. McKim, Earl Crump, Bob Dawson* and *Dave Hancock*.

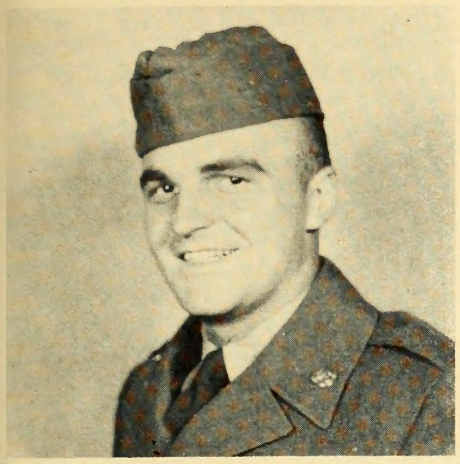
TO HEAR *S. O. Southall* and *Dave Hancock* talk, you'd think the War Between the States is still going on . . . *Rebel Southall* and *Yankee Hancock* miss no opportunity to throw verbal Minnie Balls at each other.

New Addition



Little Susan Victoria Leonard, daughter of Mr. and Mrs. Battle Leonard, was born June 10. Her mother was a secretary in the district office at Nashville.

In Service



John W. Humphrey was a student at the University of North Carolina until he was drafted in February. He's been at Camp Gordon, Ga. since then. His dad, John Lee Humphrey, is the maintenance supervisor at Morehead City.

DIVISION FIVE

WORK is underway on the addition to the division office in Durham . . . Plans call for four offices to be built in the new addition which is immediately behind and joined to the present district office building . . . Excavation on the basement is complete . . . The one-story addition will have a brick exterior.

VACATIONS . . . Granville County claims they have no outstanding fishermen now, but they should have soon, since the John H. Kerr Reservoir has been developed . . . Gang foreman *W. O. Dickerson* went to Washington, D. C., for a few days . . . He did some sight-seeing, but the hot weather finally drove him home . . . Section foreman *L. A. Hutson* and his family spent an enjoyable week at Carolina Beach . . . These men report recent vacations: *Sam H. Averette, J. R. Blackwell, G. E. Crutcher, W. B. Grady, H. E. Hicks, Bruce Hockaday, Robert A. Mathew, H. S. Whitt, J. L. Williams,* and *P. L. Woodlief.*

BEST WISHES to section foreman helper *Harold G. Wheeler* who was recently married to Louise Critcher, daughter of gang foreman *E. B. Critcher* . . . And to section foreman driver *Milton H. Loyd* who was married to Doris Stevenson of Macon, June 7.

OUR SYMPATHY to *B. P. Smiley*, squad truck driver, in the sickness and recent death of his mother . . . And to motor grader operator *W. A. Laws* and to section foreman helper *F. H. Laws* in the recent death of their father.

THE GRANVILLE County chapter of the NCSHEA held a July meeting in the maintenance quarters . . . Officers for the coming year were elected: *R. G. Williams*, chairman; *W. A. Laws*, vice-chairman; *Elvin A. Lumpkin*, secretary-treasurer . . . *J. A. Barber* was elected a delegate to the State convention at Raleigh this fall . . . *H. B. Royster* was named his alternate.

THE WARREN County employees have been transferred from the First Division to the New Fifth . . . They hope to meet and like the men of the Fifth as much as they liked the men in the First.

WE ARE GLAD that *M. J. Spain* is improving after his recent hospitalization and will soon be back on the section truck . . . That *H. B. Royster* is recovering from his operation in May . . . And that former motor grader operator *Guy T. Wheeler* who retired on disability may be able to work soon.

DIVISION SEVEN

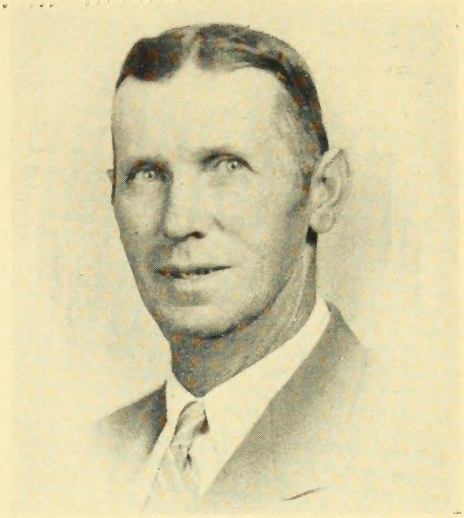
VACATIONS . . . *Mrs. Ruth Jarmon*, stenographer in the First District office in Graham, and her husband spent three enjoyable days sight-seeing in the mountains of Western North Carolina . . . The *Louie Maddens* spent several days in Florida . . . The *J. B. Taylors* spent the week-end in the mountains . . . The *Morris L. Collies* spent a few days at Stone Mountain and other points of interest . . . *Mr. and Mrs. J. W. Simmons* and family visited friends in Augusta, Georgia . . . *Mr. and Mrs. Layton Gunter* spent several June days in New York City and later they went to White Lake . . . The *A. Brower McPhersons* and son sunned themselves in Florida . . . *Mr. and Mrs. Marshall Dailey* and son journeyed to the mountains . . . *Mr. and Mrs. Emmett Joseph* visited relatives in Kentucky . . .

Birthday Cake



Three year-old Belinda and one year-old Jennifer, daughters of Jack Johnson, pause while eating birthday cake. Their dad is with the construction department in North Wilkesboro.

Retires



Gang foreman W. O. Dickerson retired July 15, after 20 years service. He first started with the Prison Department in Granville County as a guard and worked there for over three years. Then he transferred to Maintenance as a gang foreman.

"Captain Dick", as his men called him, was considered a willing and conscientious worker. A deacon and choir member, he has attended the West Oxford Baptist Church for many years.

Since his retirement, he has been operating a service station on US 15 near Oxford.

The *Charlie Powells* spent some time in the mountains . . . *Mrs. Julia Howard*, stenographer in the First District Office, and her husband spent a week-end at Myrtle Beach.

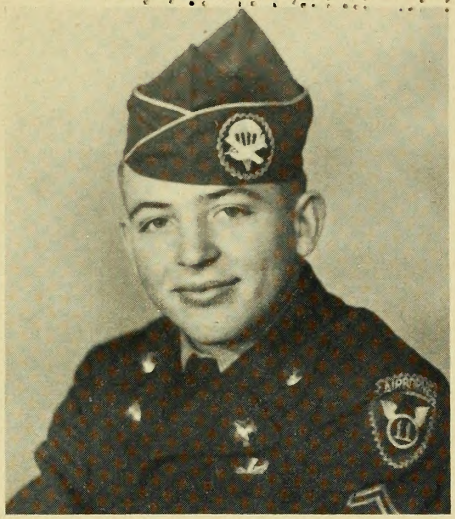
GET WELL WISHES to *J. W. Hooper's* mother who was a recent patient at the Alamance County Hospital in Burlington . . . To Orange County maintenance supervisor *C. I. Walters'* daughter who was in an automobile accident . . . And to Alamance County maintenance supervisor *C. E. McLeod's* nephew who is a patient at the Central Carolina Convalescent Hospital in Greensboro.

WE'RE GLAD to see *Preston F. Page*, section foreman helper in Caswell County, back on the job after being out a few days.

TRUCK driver *Charlie J. Powell* of Caswell County has moved into his new home in Milton . . . Other new home builders are *Harry Wannamaker, Ira O. Cooke, J. B. Taylor, Wade A. Kimball,* and *Dan Blalock.*

THE CONSTRUCTION Department recently honored *T. G. Morton* with a farewell chicken stew party . . . *Morton*, former senior resident engineer of Graham, was promoted and transferred to Raleigh as senior construction engineer

Veteran



Pfc. Charles R. Porter received his honorable discharge in June. After entering the Army in 1950, he served for some time in the European Command. His father, C. Neal Porter, employed with the Sign Department in Shelby, was earlier featured as a big blood donor in ROADWAYS.

. . . Our best wishes to him in his new position . . . We welcome *J. B. Clifton*, who replaces him, to our district.

TWO MEN from Caswell County — *Maynard Nance* and *J. H. Lunsford, Jr.*— have left to enter the Armed Services.

THE CARL PAINTERS announce the arrival of a son, William Keith, June 18 . . . Father *Painter* is a resident engineer.

OUR DEEPEST sympathy to Alamance County employee *Charles Reavis* in the death of his father . . . To *Rufus V. Nelson*, a Caswell County employee, in the death of his brother . . . And to the family of *Alvis L. Ford*, former Caswell County employee, who died of wounds in Korea.

A DELIGHTFUL barbecue was recently given by the men of the Maintenance Department in Alamance County.

CONGRATULATIONS to *Robert R. Greason* on his marriage to Mrs. Nell Mansfield, July 1, in Chesterfield, South Carolina . . . They were attended by Mr. and Mrs. J. T. Martin . . . The newlyweds honeymooned in the mountains and at Myrtle Beach . . . *Greason* is a well-known highway inspector.

DIVISION EIGHT

CONGRATULATIONS to *W. H. Darden* of Broadway who has been made road maintenance supervisor in Montgomery County under the new 14-division set-up.

WE HOPE to see assistant division engineer *A. J. Hughes* and *A. E. Hamilton*, roadway inspector, back on the job soon . . . Both have been on the sick list for several months.

OUR SYMPATHY to the family of *Graham R. Allen*, roadway inspector in Chatham County from Gulf, who died July 22 . . . *Allen* had been in failing health for several months . . . He was only 24 . . . Our sympathy also to *Wayne Cagle*, Randolph County gang foreman, in the death of his mother, Mrs. Ethel A. Cagle of Seagrove.

VACATIONS . . . These folks took advantange of that ten per cent increase and vacationed . . . *W. P. Tatum*, district mechanic, made the rounds in the northern states . . . *J. L. Riley*, road oil supervisor, and his family spent a week at Ocean Drive Beach . . . *W. A. Carter*, maintenance supervisor, took his family to Florida . . . *C. D. Allred* and *Tommie Williams*, mechanics, took their families to the mountains . . . *Joan Richardson*, secretary in the division office, saw the sights of Washington, D. C. . . . *Carolyn Graves*, secretary in the division office, and her husband took their two boys to see the ocean at Carolina Beach.

BEST WISHES to *Rufus Lawrence*, section foreman in Randolph County, who retired August 1, after 22 years with the State in Randolph County . . . He is 72 years old.

Bridal Couple



Frank Tyson and his bride, the former Rachel Helms of Monroe, pose after their recent wedding. Frank is with the Construction Department in Charlotte.

BETTY SUE ALFORD, daughter of division mechanic *J. H. Alford*, was married July 18, to Sam Pickette, Jr., of Asheboro . . . The Picketts will live in Asheboro where he is in the used car business.

THE DIVISION employee members of the NCSHEA held their annual supper meeting in Sanford, July 16 . . . The following officers for 1954 were elected: *Luther H. Berrier, Jr.*, president; *E. B. Thomilson*, vice-president; and *Herman Shaw*, secretary-treasurer.

THE J. E. NALLS of Carthage are mighty happy since the birth of a daughter August 3 . . . *Nall* is a road oil truck driver . . . There are two new additions at the *J. C. Jones'* home in Sanford . . . Twin sons were born to the *Jones'* July 1 . . . The father is a field mechanic in Lee County.

MECHANIC *Ted Trogdon* of the division shop resigned July 31 . . . He"ll work with the Dodge garage in Asheboro.

DIVISION NINE

THE NEW Ninth Division moved into temporary quarters on the second floor of the building on the northeast corner of Fourth and Cherry Streets in Winston-Salem . . . Division engineer *Z. V. Stewart*, after an absence of 16 years, is happy to return to his old stompin' grounds . . . He, his wife, and youngest son have settled down at 940 Hawthorne Road in Winston-Salem . . . Division road oil supervisor *Walter Pugh* moved his wife and son into a home on Okalina Avenue in Winston-Salem . . . The *Pughs* formerly lived in North Wilkesboro.

R. B. FITZGERALD was promoted from district engineer to assistant division engineer . . . The only moving necessary in this change was to help *Mrs. Florence Fulp*, district secretary, pack her files and crocheting and transfer said equipment to the division office . . . *Mrs. Fulp* has been promoted from district to division secretary-stenographer . . . She will assist *Joe Lowry* who was promoted



Paul Lominac, Jr., is the son of Mr. and Mrs. Paul Lominac of Andrews. Paul, Jr., enlisted in the Navy in 1950. After boot camp at Great Lakes, Illinois, and an aviation electrician's mate course in Florida, he was stationed in the Pacific with Patrol Squadron 22 on Okinawa. His father is a gang foreman in the Fourteenth Division.

from the construction engineering party at Winston-Salem to office engineer.

R. L. CHEW, a maintenance supervisor located at Wadesboro for many years, was promoted to district engineer at Winston-Salem . . . He plans to move his wife, son and daughter soon to a new home there.

THE LATEST addition to the highway family is *Mrs. Marie Bracey* . . . She was recently employed as secretary-stenographer in the district office . . . We welcome you, *Marie*, and hope to have your services for many years.

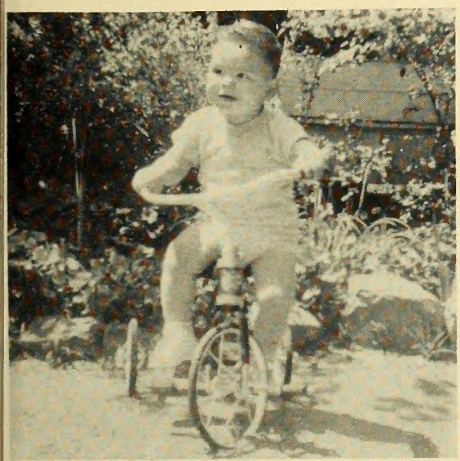
GEORGE RIKE, district engineer at Albemarle for the past four years, moved back to his old headquarters at Salisbury . . . Rowan and Davidson are in his new district . . . *Mrs. Charlotte Shuping* is the district secretary at Salisbury—a position she held for several years before the office was moved to Albemarle . . . Welcome home, *Charlotte*.

ALL the employees of the old Eighth Division were deeply grieved over the death of *Joseph Reid Forrest*, supervisory foreman in Stokes County . . . *Reid*, a highway veteran with 22 years service, was considered one of the most valuable men in the division . . . We join his wife, Edna, and daughter, Jo Ann, in sharing our loss of a trustworthy companion and faithful employee.

DIVISION TEN

THE UNION County chapter of the NCSHEA enjoyed a barbecued chicken dinner at the club house in Monroe, July 25 . . . This year's officers were reelected for the coming year.

WE WISH *R. L. Chew*, new district engineer in the Ninth, much success in his new work . . . We commend him on his fine work as maintenance supervisor in Richmond County.

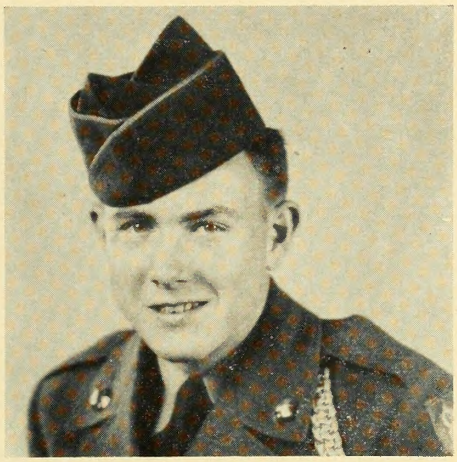


James Guy Monette, Jr., was only 16 months old when this picture was made. His father, J. G. Monette, has been a machine operator at New Bern for the past five years.

H. N. McWHIRTER, former supervisor of Union County, has been transferred to supervisor of Montgomery . . . After 33 years of highway experience, we know *Mr. McWhirter* will continue to make an outstanding record.

SICK LIST . . . We're sorry that *W. H. Braswell* of Monroe is out sick . . . Three maintenance employees—*Marvin Jones, L. M. Kelly* and *Glenn Eargle*—were recently hospitalized . . . *Mrs. Doris A. Burleson*, stenographer in the division office, is on leave of absence due to illness . . . *C. A. Mabry, M. H. Ramsey, Clyde Hatley* and *Arnold Lowder* are now recuperating after recent operations . . . A speedy recovery to each.

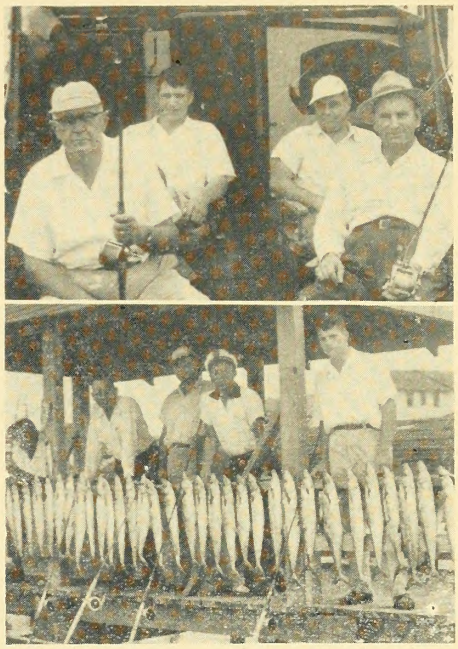
THE STANLY County chapter of the NCSHEA had a barbecue chicken dinner supper June 26 . . . The event was well attended . . . *Roy Smith* of the sign department was elected chairman . . . Division engineer *M. E. Beatty* spoke briefly . . . *T. F. Royall* was recognized as the new district engineer for Stanly County . . . Farewells and best wishes went to *George E. Rike* who has been district engineer in Stanly County for the past 20-odd years . . . *Rike* is now a district engineer in the New Ninth Division.



Pfc. Ronald Hill has been stationed with the U. S. Army in Korea as an Army personnel clerk. He is the son of Hubert Guy Hill, supply foreman in Cherokee County.

STENOGRAPHER *Syrella Pickler* of the division office spent ten days in Florida during June . . . *Mrs. Frank Russell*, right-of-way stenographer, went to Myrtle Beach for a few days . . . These men in Maintenance recently vacationed: *H. W. Goodrum, J. C. Phillips, Bill Washam, J. G. Alexander, C. A. Barnette, W. H. Irvin, Bill Pender, A. F. Penninger, Willis Tilson*, and *J. M. Mason* . . . *R. G. Tice* took his family to Myrtle Beach for a few days . . . He reports they had a fine time . . . *Mrs. N. E. Harrington* and her sister spent the third week in July at Myrtle Beach . . . The sun did its part; we now call Eloise, "Little Squaw".

Fishermen



R. L. Brown of Charlotte, Charlie Musser of Raleigh, H. E. Koontz of Elkin, and Walter Pugh of Winston-Salem were snapped getting ready to fish off Wrightsville Beach.

F. R. Brown Towle of Wilmington, owner of the beautiful boat, Mafista, sent the fishing party out to sea with his pilot, Raymond Porter. About three miles off shore, they ran into a school of king mackerel. Between them, they landed 37 fish — 36 king mackerel, weighing six to eight pounds each, and one Spanish mackerel.

Bottom picture shows the men with their day's catch.

CONGRATULATIONS to *Mr. and Mrs. M. E. Beatty, Jr.*, on the recent birth of a daughter, Cathy . . . Division engineer *Beatty* is the proud grandfather of this young lady . . . *Mr. and Mrs. C. T. Carpenter* announce the birth of a daughter, Wanda Jean, June 24.

BEST WISHES to *Mr. and Mrs. C. N. Cranford* on the birth of a son . . . To *Mr. and Mrs. G. O. Glover* on the birth of a daughter . . . To *Mr. and Mrs. A. B. Blake* on the birth of a son . . . To *Mr. and Mrs. W. W. Lowder* on the birth of a daughter . . . And double good wishes to *Mr. and Mrs. J. H. Hannah* on the recent birth of *twin daughters*.

BESSIE Lee Bradley, stenographer in district two, recently resigned to accept other employment.

DIVISION road oil supervisor *W. T Smith* has recently purchased a home in Badin . . . He'll move his family from Mt. Gilead to Badin soon.

THE MANY friends of *H. A. Harwood* were saddened by his death July 23 . . . He had been a gang foreman in Stanly

County for many years until his retirement with a heart condition in January.

MAINTENANCE man *John W. Jones* of Charlotte has returned from Reserve Officers Training Camp in Alabama.

DIVISION ELEVEN

POWDERMAN *C. H. Kemp* was rather excited when he returned home from work one day and found a five-foot four-inch black snake in his television set . . . You'll have to see him for the details.

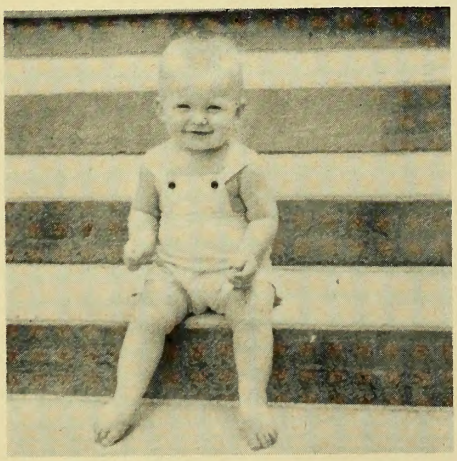
GET WELL wishes to *Mrs. M. C. Absher* of Ashe County who broke her arm while feeding Mac's coon dog . . . And to *Custer Wallace*, bulldozer operator, who almost lost his foot when a bulldozer blade fell across his ankle.

BLAN LITTLE, motor grader operator, has returned to work after attending his father and son who were ill with food poisoning.

THESE MEN, with their home towns and the dates, celebrated birthdays in August: *E. C. Norris*, eighth; *W. J. Baird* of Sherwood, 17th; *Wiley T. Bare* of Nathans Creek, 13th; *A. D. Cook* of Zionsville, 24th; *Russell Cornett* of Shulls Mills, sixth; *G. E. Dula* of Lenoir, 13th; *F. E. Edminsten* of Sugar Grove, 15th; *D. S. Faw* of Lenoir, 20th; *J. A. Lyalls* of Bina, 29th; and *Dewey Mitchell* of Blowing Rock, 21st.

BIRTHDAY wishes go to these men, with the date, who will celebrate birthdays in September: *A. M. Lyalls* of Jefferson, second; *C. H. Kemp* of Smethport, 30th; *Arnold Bare* of Wagoner; 20th; *Lloyd Bare, Jr.*, of Wagoner, 12th; *H. M. Bledsoe* of Boone, 26th; *W. J. Coffey* of Lenoir, first; *J. W. Cooper* of West Jefferson, third; *C. M. Greer* of Lenoir, fifth; *Dwight Hayes* of Vilas, 14th; *Fred Owens* of Warrensville, 23rd; and *B. A. Rainey* of Lenoir, eleventh.

Young Son



This smiling little fellow is Eric Mauney. He celebrated his first birthday in July. His dad, Ken Mauney, is a highway engineer located at Shelby.

Outstanding



Jody Doughton, daughter of Assistant Eleventh Division Engineer and Mrs. J. E. Doughton of North Wilkesboro, was elected Secretary of State in the recent annual Tar Heel Girl's State at Greensboro.

Jody will be a senior at Wilkes Central High School this fall.

IN OCTOBER, these men have birthdays: *Bennie B. Baird* of Vilas, eleventh; *F. D. Blevins* of Grassy Creek, 29th; *H. H. Freeman* of Lenoir, 26th; *J. W. Hartley* of Lenoir, first; *C. M. Hollar* of Boone, 16th; *D. F. Jones* of Smethport, eleventh; and *J. C. Martin* of Lenoir, seventh.

BEST WISHES to *Cora Lee Andrews* and *Joe McLean* who were recently married.

DIVISION TWELVE

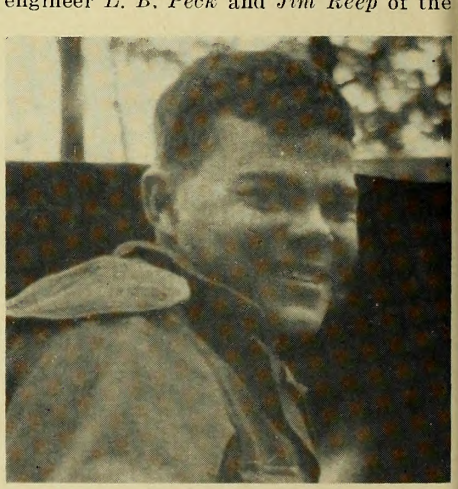
MANY highway folks have been vacationing . . . *H. F. Arledge* of right-of-way and his family made a trip to the beach . . . *Gene White* (right-of-way) and his family took a few days off as did right-of-way engineer *J. D. Peek* and his family . . . *Carl and Martha Allen* and their family went to Kure Beach . . . *Carl* is with equipment; *Martha* is a right-of-way stenographer . . . *Buford Wellmon* of construction and Mrs. Wellmon vacationed at Kure Beach . . . *Bud Austell* of construction and his wife, Nita, spent a week at the beach . . . On the way down, the *Austells* stopped at White Lake . . . *T. G. Brooks* of the division office took a week's vacation in August . . . *Marion Davis*, stenographer in the district office, vacationed at Daytona Beach . . . Maintenance supervisor *J. I. Church* took his family on a vacation the last of July . . . District engineer *H. H. Weaver* and his family spent several days at Ocean Drive . . . *C. G. Poston, Jr.*, of construction and his family went to the beach in July.

ABOUT 40 people were on hand for a meeting of the division office chapter of NCSHEA at Brackett Cedar Park, July 17 . . . A delicious chicken and fish supper was served.

MORE VACATIONS . . . *Mr. and Mrs. L. H. Beam* accompained by *P. L. Cantrell* went to Boone July 11, to see the outdoor drama, "Horn in the West" . . . Two men at Statesville—*L. H. Beam* and *J. C. Gaither*—recently took a few days off for vacation . . . *P. J. Corpening* and family spent a week at the Corpening cabin on Lake James; fishing was the main attraction . . . *Mr. and Mrs. P. D. Miller* and son, John Aubrey, chose Richmond and Washington, D. C., for a sight-seeing trip . . . *L. D. Gaither* and family rested on the beach at Ocean Drive . . . District correspondent for ROADWAYS, *Lois B. Knox*, was accompanied by her husband, *C. W. Knox*, to Myrtle Beach for a vacation week . . . *Mr. and Mrs. R. E. Laidlaw* and son, Bobby, and the *C. E. Laidlaws* spent a few days at Myrtle Beach visiting Miss Clara Laidlaw, sister of *R. E. and C. E. Laidlaw* . . . *Mr. and Mrs. J. F. Abernathy* and son, Howard, visited their daughter and son-in-law, Mr. and Mrs. Charles Heath, in Illinois . . . *Mr. and Mrs. Bill Eskridge* spent a few days in Wake Forest visiting Mrs. Eskridge's sister and brother-in-law, Mr. and Mrs. Leland Jones . . . *Ray C. Short* went to Ridgecrest to take some R. A. from the Elizabeth Baptist Church.

AMONG the several hundred who "took to the hills" in June, to attend the barbecue given by W. E. Graham and Sons on the site of the relocation of US 70 from Old Fort to Ridgecrest were district engineer *P. D. Miller*, maintenance supervisors *P. J. Corpening* and *H. B. Shearer*, and resident engineer *P. L. Cantrell* . . . The group had an opportunity to see first-hand the mammoth grading job.

EVERYONE is glad that division engineer *L. B. Peck* and *Jim Reep* of the



Pfc. Jack Raxter was stationed with the US Army in Germany. His dad, W. H. Raxter, who is a gang foreman in the Fourteenth Division is mighty proud of him.

oad oil department are both home from he hospital and should be back to work oon . . . That *Bill Andrews* of construction has returned to work after being on ick leave due to a leg injury . . . And hat Benny Gordon Wilson, four-year old on of bridge maintenance man *Ernest F. Wilson* of Catawba County, is making teady improvement after being stricken vith polio in June; Benny has been a patient at the Mercy Hospital in Charotte for the past three months.

FOUR employees—*Ural Poovey*, bridge foreman in Iredell County; *E. A. Bunton*, *C. S. Honeycutt*, and *C. R. Rankin* of the maintenance department—have had extended periods of illness recently . . . We hope they are much better now.

UNIT Nine of the NCSHEA held their annual meeting, July 10, in the division shop at Shelby . . . Officers for the coming year were elected: *G. J. Young*, chairman; *P. J. Corpening*, vice-chairman; *R. E. Laidlaw*, secretary-treasurer; and *Mrs. Marion Davis*, assistant secretary-treasurer.

THE FOLLOWING men, with the number of years, from equipment were recently awarded service emblems: *Robert J. Gilbert*, five; *Thomas O. Matlock* and *Hubert Rollins*, ten; *J. C. Tilley*, 15; *J. F. Abernathy* and *P. D. Lytton*, 20; and *R. E. Laidlaw*, 30 . . . Congratulations to each and may they wear their service emblems with pride!

A. H. ALLEN of landscape was transferred to Asheville . . . His work at Shelby will be taken over by *William Patrick*.

WAYNE EVERIDGE after a two-year stretch in the Army (18 months in Germany) is back on the job again . . . He's a truck driver for *S. J. Knox* of the sign department.

Island Markers



Sand-filled buckets outline a channel island. If the buckets are not formed in the proper shape, they can be adjusted and moved. After the trial period, an asphalt curb and reflectorized delineators will replace the buckets.

W. H. BARRETT of the construction party in Shelby has been transferred to the party at Statesville . . . He expects to move his family to Statesville soon.

THE BILL ESKRIDGES have moved into their new home at 111 Thompson Street in Shelby.

GOOD LUCK to *W. A. Downs* who recently resigned after ten years service with the equipment department.

OUR DEEPEST sympathy to inspector *M. G. Feimster* in the death of his father, June 8.

DIVISION THIRTEEN

THE NEW bridge over the Cane River is now open to traffic . . . It was completed July 1; and approaches were finished July 13.

DISTRICT Two composed of Buncombe, Madison, Mitchell and Yancey counties was visited by a member of the Turkish Highway Department . . . Mr. Zedeal of Turkey was here observing maintenance and construction work in western North Carolina . . . He says this region is similar to his native land except that there is less vegetation in Turkey.

THE ROAN Mountain picnic was held while the rhodedendron was in full bloom . . . Several highway employees from the neighboring counties were present . . . Chief Engineer *W. H. Rogers, Jr.* and Nathan Yelton, secretary of Teachers and State Employees Retirement System, were also present.

NEW HOMES . . . Two men—*Thomas Tipton* and *Vance Proffitt*—took their vacations to build new homes . . . *Proffitt's* house is on property near Seecelo Art School in Burnsville . . . The new home of *Adler Phillips* is nearing completion.

OUR SYMPATHY to supervisory foreman *Fred Hollifield* in the death of his wife's brother . . . To the family of *George Tipton* who had been a truck driver in Yancey County for two years until his recent death . . . To *Clifford*, *Page* and *E. F. Hunter* in the death of their mother . . . And to *O. L. Eller* in the death of his brother.

GUS HIGGINS increased his family with the addition of a new son-in-law . . . His daughter, Shirley, became the bride of Harold Hensley recently.

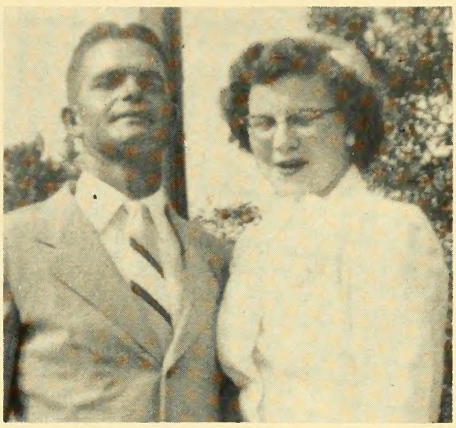
MOTOR GRADER operator *Robert J. Rice* has resigned to accept a job with a contractor on a construction job in Iceland.

IT'S GOOD to see *W. J. Dodd* and *M. H. Proffitt* back at work after extended illnesses . . . We hope *Mack Gouge*, *Roland Peek*, *M. H. Beck* and *H. F. Meadows* who have been on sick leave will be on the job soon . . . *Beck* plans to retire in October.

CHARLES PHILLIPS is a proud pappa again—another girl . . . That brings his total to *seven* girls, no boys.

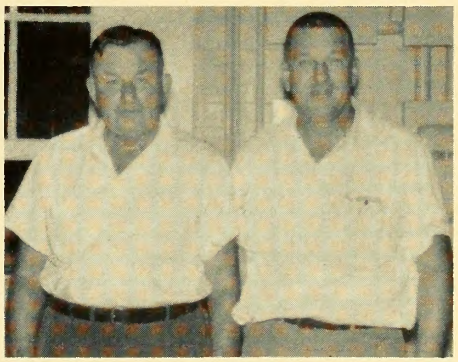
THERE'S another little girl at John Morrow's home . . . His total? . . . Four girls, two boys.

Newly-weds



Mr. and Mrs. Fred L. Schuster of Norlina were married in June. He's a squad foreman with the Maintenance Department. She is the former Joyce Pully of Littleton.

Unit Four Prexy



When the Unit Four meeting of the NCSHEA was held in Wilson recently, road oil supervisor S. F. Holmes (on the right) was elected chairman. That's his road oil foreman on the left. The members enjoyed barbecue at Parker's.

R. W. Dawson was elected vice-chairman and Buddy Smith, secretary-treasurer, of Unit Four for the coming year.

Executive secretary Otis Banks, State vice-chairman J. L. McDonald and R. W. Dawson spoke. Delegates to the State convention in Raleigh this fall were elected.

NEWS from the Chief Engineer's office is that *Bill Rogers'* family spent the month of July at Atlantic Beach and he joined them on week-ends . . . *Avis Knight* visited her son and his family in Hampton, Virginia . . . *Louis Payne* is back after being out from an insect bite on his foot.

IN THE LEGAL Department, *Virginia Lyon* and her family spent a fine week at Virginia Beach . . . *Kenneth Wooten* took his wife and baby daughter to White Lake for a week . . . *Ella Mae Sorrell* took a week vacation in August.

WE'RE ALL GLAD to see our chief right-of-way engineer, *T. B. Wilson*, back on the job.

IN EQUIPMENT, *Ollie Mae Crabtree* married Richard C. Roberts in New Sharon Methodist Church at Hillsboro, September 5 . . . *Essie Ruth Jones* vacationed at home and toured the mountains . . . *Edith Williams* and her family spent a week at Wrightsville Beach in July . . . *Vera Graham* visited relatives in McClellansville, South Carolina, for a week in August . . . *Ethel Byrd Jones* spent a few days in Georgia with her husband, Fred, a buyer for American Tobacco Company . . . *Frances Stephenson* spent a week at Carolina Beach in August . . . *Susan Hayes* worked in the equipment records office during the summer.

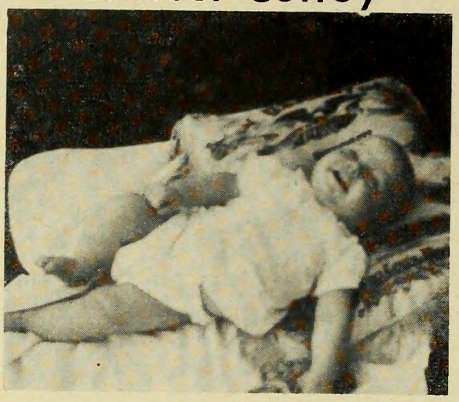
OUR SYMPATHY to Trulah Page and *Alice Gorham* in the death of their brothers-in-law . . . To *W. O. Mangum*, party chief, in the loss of his brother . . . And to *F. B. Hall* in the death of his brother-in-law.

WE WERE ALL saddened by the death of *W. S. Smethurst*, August 4. After 22 years service as an architectural designer with the bridge department, he retired last year.

UP IN ROADWAY, *John Morson* celebrated his birthday—July 10 . . . *George Smith, Jr.*, is back in the drafting room after two years service in the Air Force . . . *M. B. McEwen* went to the mountains and saw "Horn in the West" . . . *R. D. Turner* and his wife motored to Canada and through the New England states . . . *R. W. McGowan* spent some time at Nagshead . . . *T. G. Moody* went to the mountains . . . *Don Freeman* and his wife, Jean, spent two weeks at Crescent Beach.

IN BRIDGE Maintenance, *Pam Connelly* is taking two weeks in September to visit her family in Spring Hope and see her younger brother who is back from a year's service in Korea . . . *Buck Taylor* spent a few days at home when his little granddaughter was here for a visit . . . Electrician *Herbert Meekins* had a knee operation; he was using a pin gun when a pin riccocheted and hit his knee . . . *William Thane Banks* resigned August 1; he was replaced by *Adam Shores.*

Littlest Coffey



Meet Gerald Wayne Coffey. His dad is William J. Coffey, a shovel operator in Caldwell County.

STATISTICIAN *Leroy Jay* took his family to Long Beach for a leisurely vacation . . . We're glad that *Hubert O. Jackson's* wife is recovering from a recent operation; they live in Elizabethtown . . . *Harvey C. Baker* of Elkin and his family went to Myrtle Beach for two weeks . . . *Herbert C. Turner* of Winton vacationed at Nagshead . . . *Betty Miles* with her husband, Bill, and her family from Pennsylvania spent the week of the Fourth at Topsail Beach . . . *Imogene Nobles* spent a week in August with her parents in Winterville . . . *Walter Wiley* vacationed at Key West; *Guy Farmer* and wife at Myrtle Beach . . . *Lucille Winstead*, her husband, Edward, and children spent a week in July touring Florida . . . *Mrs. Marie Hall* and her husband spent a week visiting his family in Mississippi . . . *Jane Walker* spent some time at Ocean View, Virginia . . . *R. L. Bennison* of High Point attended a religious conference at Ridgecrest . . . *Belle and Bob Tilley* spent a week at Hatteras.

BILL TAYLOR won the four-room air conditioning unit given in the recent raffle by the First Federal Savings and Loan Association.

IN HIGHWAY purchasing, *Olene Ennis* is a new employee . . . She replaces *Edith Penny* who resigned recently . . . *Lillie Bell Hunter* is back from a week at Wrightsville Beach . . . *Mrs. Leona Sidbury* and family motored to California . . . *Jim Potter* and his wife spent a restful week at Fontana Village . . . *Jack Munns* plans to take in some good shows in New York . . . *A. T. Goodwin, Jr.*, took a week's vacation.

IN BITUMINOUS, *Pauline Pleasants* spent a week at home . . . *Graham Egerton* is back after a two-week's illness.

A FORMER employee in Location, *Mrs. Hunter Stevens*, has a new baby . . . *R. Getty Browning* and his wife visited their old homes in Maryland . . . *J. H. Chappe* spent a few days at the beach.

FLORIDA-BOUND . . . *H. K. Withe spoon* and his wife are going to Jackson ville to visit H. K., Jr., and his family . . *Robert Burch* also spent some time i Florida.

MRS. ELOISE GUY resigned recentl . . . She had been Mr. Hawkins' capabl secretary for several years; we'll miss he . . . She is replaced by *Bobbie Jean Ra* . . . *"Slick" Hartman* spent a week-en in the mountains . . . *Elizabeth Wiggin* and her husband, *John*, of Roadway wen to Manteo and Virginia Beach for a fe days.

IN LANDSCAPE, *J. W. Fuller* of Chape Hill and *P. L. Sasser* of Kinston both too a week's vacation . . . *Irma Callahan* spen a week in the mountains and in Mario visiting friends . . . In July, *Frank Bran* took his family to the mountains . . *R. W. Snell* and family journeyed t Myrtle Beach.

J. B. VERNER of Brevard is on a leav of absence due to illness . . . We miss hi and hope he will soon be well again.

BY THE SEA . . . *Florine Boone* spen a few days at Kure Beach; in June, sh attended the graduation of her nephe from West Point . . . *Louise Bernard* spent a quiet week at Atlantic Beach . . *Jewel and Hilton Kidd* soaked up the sun at Virginia Beach . . . *Eugene Blalock* fished off the Carolina coast . . . *Ruth Boone* vacationed at Southport.

IN PERSONNEL, *Sam Badgett* has been employed to assist *Earl Crump* . . . *Nell Newell* and *Sarah Crawford* were summer employees . . . *Bonnie Wall* spent a week at Carolina Beach; *Nancy Howell* spent a week in New York.

IN THE BRIDGE Department, *Alfred Talton*, clerk III, and *Billy Weaver*, highway engineer, are new employees . . . Highway engineer *George W. Middleton* worked temporarily during the summer . . . *Janie Wilson* and young son visited relatives in Scotland Neck . . . *Mr. and Mrs. Max Collins, Jr.*, and their young son enjoyed a week's vacation on their boat at Snead's Ferry . . . *Jessie Ruth* and *Jimmie Norris* saw "Horn in the West" and visited a few days with Florida friends in Asheville . . . *Margaret Shaw* saw "Horn in the West" one week-end, and spent several days at Virginia Beach . . . *J. G. Teel* also spent a week at Virginia Beach and two weeks at Army summer camp . . . *E. I. Bobbitt* spent two weeks at Army summer camp too . . . *G. T. Parkin* spent a week in Beaufort with his father . . . *A. F. Noble* took his family to Georgia . . . *R. E. Noblin* and family spent a week at Topsail Beach . . . *R. F. Nickel, J. N. Wall, L. C. Dillard*, and *Landis Temple* each took his family to Wrightsville Beach for a week.

T. B. GUNTER reports the bridge drafting room is still short on man-power . . .

He's anxious to employ additional structural designers and draftsmen.

LAB NEWS . . . *Barbara Dean* spent two weeks in July at Myrtle Beach and visiting in Florida . . . *Mrs. Janet Adams*, her husband and two daughters, visited her parents in New Jersey recently . . . *Jim Brandon* took his wife on a two-week trout fishing trip in the mountains . . . *V. L. Dodl* visited friends in Little Rock, Arkansas . . . *J. R. Pendergrass*, his wife and young son spent a week at the beach.

MATERIALS research engineer *A. Duke Morgan* attended a meeting of the Highway Research Board in St. Louis, Missouri, in July.



W. F. Cooke, Jr., of Durham got right in the spirit of the Durham Centennial which was held this summer. Note his trim beard and goatee. He is a survey engineer in the Hydrographic Department.

BRIDAL NOTES . . . *Patricia Fred-Payne*, was married September 8, to *Payne*, will be married September 8, to John Stewart of Fayetteville in the White Memorial Presbyterian Church in Raleigh . . . *Patricia* is a chemical lab technician . . . *Bob Marley* of the research lab was married August 29, to Sara Lockwood in Durham.

OVER in the Prison Department several folks have been on vacation . . . *Edith Allen took* a week off . . . *Virginia Clement* is back from a week at Myrtle Beach . . . *Mildred Ferrell* spent a week at Carolina Beach . . . *Carl Galloway* took his family to the mountains . . . *Mary Bass* visited friends in Georgia . . . *Blaine Madison* spent several days at Brevard.

WE'RE GLAD to see *John R. Denton* and *Virginia Ofcharik* back on the job . . . *John* was injured in an automobile accident . . . *Virginia* was out sick for some time.

PRISON EMPLOYEES presented a coat to Walter Anderson as a farewell gift.

Division Equipment Heads Meet

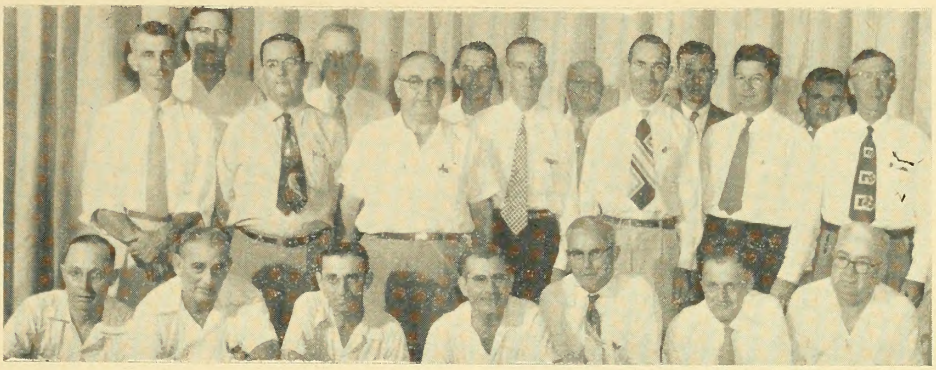


Photo by Pete Bourke.

STATE EQUIPMENT Engineer B. W. Davis presided over a quarterly meeting of the division equipment superintendents, August 13, in Raleigh.

Chairman Graham, Chief Engineer Rogers, Purchasing Agent Potter and Auditor Sam Smith spoke briefly to the men. It was a fine conference with 100 per cent attendance of the division equipment superintendents, two highway equipment inspectors, the Raleigh equipment depot superintendent, and officials of the Raleigh office. Emphasis was placed on attention to quantities of materials and parts in stock. The necessity of reducing personnel as equipment use is reduced was stressed.

The division equipment superintendents are lined up on the first two rows. Front row, from left: W. J. Davis of Tarboro, J. L. McDonald of Greenville, W. V. Coley of Wilmington, G. A. Brinkley of Wilson, J. H. Alford of Durham, J. W. Upton of Fayetteville, and D. B. Thomas of Greensboro.

Second row, from left: J. E. Gregson of Asheboro, R. F. Hunter of Winston-Salem, P. R. McCorkle of Charlotte, J. S. Zimmerman of North Wilkesboro, J. F. Abernathy of Shelby, R. L. Cox of Biltmore, and Boyd Hamilton of Sylva.

On the third row are other equipment officials, from left: R. G. Setzer, accounting clerk; B. W. Davis; J. V. Clifton, associate equipment engineer; E. T. Pearce, superintendent of equipment depot; H. V. Liles, equipment inspector of Candor; and J. F. Permenter, equipment inspector of Cary.

Governor Names Five to Turnpike Authority

Governor Umstead appointed five members of the State Highway Commission to the North Carolina Turnpike Authority in June. He named M. E. Robinson, James A. Hardison, J. Fleming Snipes, Forrest Lockey, and June F. Scarborough to serve on the Authority.

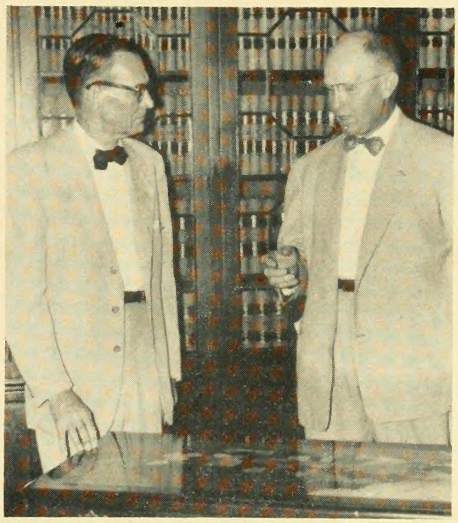
The 1953 General Assembly authorized the addition of five more members to the Authority and specified they must be members of the State Highway Commission.

Other members of the Turnpike Authority are Highway Chairman, Graham, Nello L. Teer of Durham, Orton Boren of Greensboro, and Ben Roney of Rocky Mount.

"One wife too many!" explained Mrs. Nagger as she glared at the headlines. "I suppose this story is about some bigamist."

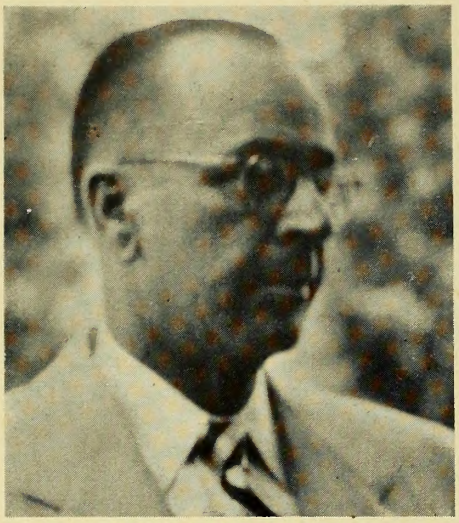
"Not necessarily, my dear," her husband replied. "Not necessarily."

Desk Presented



J. C. Gibbs, right-of-way engineer of the Greenville office, recently presented a hand-make desk to the Governor. Gibbs spent many years collecting over 100 different kinds of wood to fit into a mosaic of the State's 100 counties. Woodworking has been a hobby of his for a long time; he presented a sample of his art with a wood mosaic of the United States to past President Truman.

HONOR ROLL OF 30-YEAR HIGHWAY EMPLOYEES



PAUL DAVIS MILLER

"CHEAPER BY the dozen," so the father of Paul Davis Miller must have thought when the stork made his twelfth appearance at the Miller home in New London, Stanly County. Paul Davis Miller was born in 1900. He's given over 30 years service to the Commission. Another of the twelve Miller children, John Daniel Miller, is the assistant to the First Division Engineer at Ahoskie. He, too, is a 30-year man.

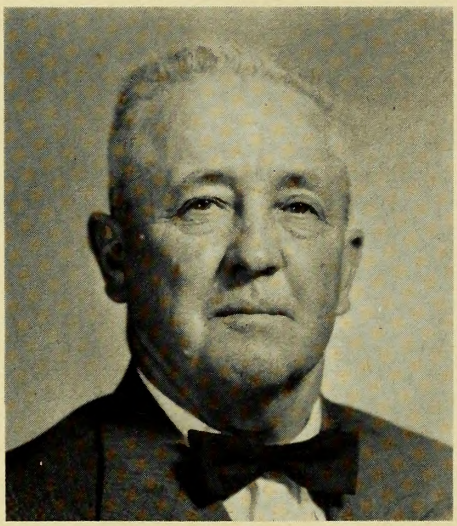
From his first work as rodman under resident engineer Roy Williamson at Weldon in 1922, Paul Davis Miller has climbed the ladder of experience through "the good old days", and some not so good. Today he is one of the State's best district engineers.

He has seen roadbuilding progress during the past 30 years. In the early days, he remembers a seven-mile paving job near Ayden which took a year to complete. He recalls that laying 500 to 600 feet of 16-foot wide concrete paving was considered a good day's work. Today, more than triple that amount, 22 feet wide, can be paved in a day.

He also remembers when contractors used mules to pull one-half yard wheelers—a far cry from the 20 and 30 yard grading pans of today.

The high traffic volumes of today proved the pavement which was adequate for the twenties to be too narrow for modern needs. In recent years, widening projects have been an important part of the State's construction program. Two problems of this work were excavating the trench for the widening and disposing of the excavation. Miller built a special bucket or scoop for cutting the trench. With this scoop attached to the payloader, it is possible to cut a uniform trench and load the excavation in trucks. No checking instruments are needed to cut a ditch with square shoulders on the outside and to the exact width and depth desired. Hand labor is eliminated. A motor grader is used to scarify the area to be excavated. Time and labor are saved. A mile or more per day can be completed. The trench can be filled immediately behind the excavation. That provides greater safety for the traveling public as an open ditch over night is eliminated.

May 7, 1927, Miller was married to Nellie Moore in Chase City, Virginia. They have two sons. The older, Dave, is a 1951 honor graduate in chemical engineering from State College. He just earned his master's degree from State. The younger Miller, John Aubrey, is a 15-year old Statesville High School Student. The Millers are Baptists.



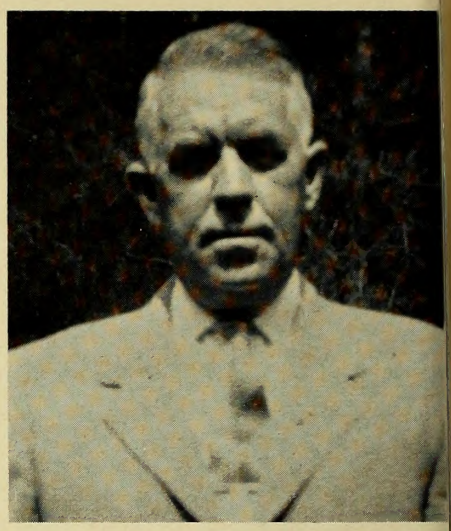
W. P. PEARCE

SECTION FOREMAN W. P. Pearce of Youngsville started his highway work as a section foreman's helper with H. M. Winston in 1922. Pearce is justly proud of his 30-year accident-free record with State equipment. During his long State service, Pearce has taken only 15 days sick leave!

He has two children and one grandchild. His son practices law in Franklinton. His daughter is a Wake Forest College student.

Pearce is a Baptist and chairman of the Board of Deacons of Oak Grove Baptist Church. He's a past Master of the Youngsville Masonic Lodge, a past councilor of the Youngsville J.O.U.A.M. and a member of the Patriotic Sons of America and the American Legion.

His hobbies are hunting and fishing.



DEWEY L. RINK

RESIDENT ENGINEER Dewey L. Rink of Hickory began highway bridge work in December, 1918, under the late O. F. Yount in Rockingham County. For three years, Rink followed this line of work in Cherokee, Halifax, Edgecombe and Orange counties. In March, 1921, he transferred to inspection of contract structures in Randolph County. W. B. Ferguson was resident engineer; John D. Waldrop was district engineer. Rink inspected structures in Nash, Franklin and Wake Counties. In 1923, he was promoted to resident engineer under J. C. Gardner. Two years later, he resigned from the Commission to be county engineer in Edgecombe County. Next he worked for a bridge contractor. In 1927, he returned to State employment under J. C. Gardner. Rink worked at Washington, Greenville, Gatesville, and Elizabeth City. He did all the instrument work on the Pasquotank River bridge. Subsequently he inspected bridge projects at Hot Springs, Norlina, Roxboro, Hickory, Gastonia, Charlotte, Forrest City, and Lincolnton. In 1941, he was upped to resident engineer.

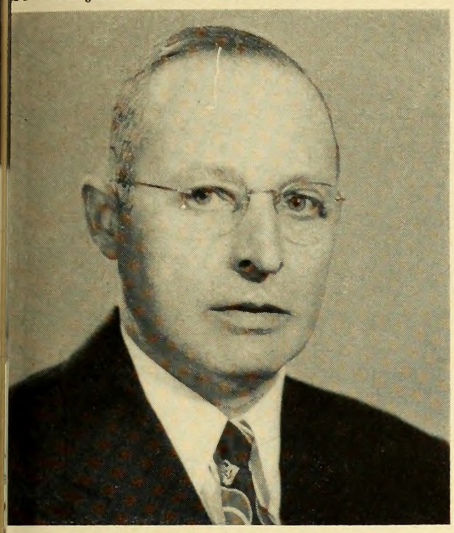
Some of the major jobs he worked on include the paving of the Hickory, Conover and Newton by-passes. Recently he was in charge of the grading, paving and structures on Laurel Road beginning at the State Hospital in Morganton and extending 10.7 miles in a southeasterly direction.

Rink was born in Alexander County. He attended a one-room school. His family moved to Catawba County when he was 14. He finished the eighth grade. Later, he studied civil engineering with the International Correspondence Schools.

His wife is the former Mabel Yount. Members of the Mt. Olive Lutheran Church, the Rinks have six children. The

two oldest sons live in California. The other four children live in North Carolina. All the children are married with the exception of the youngest daughter who is still at home.

In his spare time, Rink works in his vegetable garden. In season, he enjoys hunting. During the winter, he likes to do odd jobs around his home.



WILLIAM J. DAVIS

IN DECEMBER, 1922, William J. Davis started with the State Highway Commission as a tractor operator. A year later, he was assigned to the job of mechanic for the construction force who was building the road in Currituck County which is now US 158. Davis has been with the equipment department ever since. In 1929, he became shop foreman for the old First District Shop at Tarboro. Two years later, he was promote to district mechanic. In 1937, he was made division mechanic for the old First Division and located at Tarboro. Under the new 14-division set up, Davis, one of the best equipment men in the State, remains First Division Equipment Superintendent. The shop at Tarboro will be moved to Hertford.

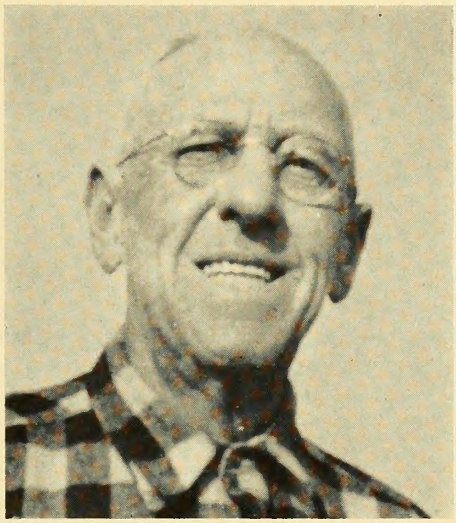
Davis was born January 19, 1902. He is the son of Bettie Nelson Davis and the late John T. Davis. He was educated in the Northampton County schools and Pendleton High School. His wife is the former Mary Ballance of Currituck. They were married May 10, 1926, in Emporia, Virginia. They are Baptists and have a teen-age son, Aubrey Thomas Davis.

In his spare time, Davis looks after his Duroc hogs on his Northampton County farm. Some day, he hopes to retire and catch up on his fishing.

A Rotarian and a Mason, Davis is a past Master of Concord Lodge No. 58 A.F. & A.M.

A MAN who has spent almost his entire life in the construction field is Floyd Pascal Poovey of Hickory. In 1915, he worked for Edgecombe County on bridge construction. The late O. F. Yount was his superintendent. Three years later, he went to Norfolk and did defense work. After a six month stint in the Army, he returned to North Carolina and again worked with Yount, this time in Rockingham County. Next he worked one year in Edgecombe, and then one year in Columbus County.

In February, 1921, Poovey started with the State Highway Commission as a bridge inspector on contract work. He spent two years at Wilmington under district engineer Morson. In 1923, Poovey was moved to Charlotte under district engineer J. B. Pridgen. He inspected various bridge projects in the old Sixth District till 1931 when he was sent to J. W. Mills at High Point. He spent one year there, then worked in Asheville under J. C. Walker for one year, and two years with H. E. Noell. In 1938, he went to Greensboro and worked under T. A. Burton. Four years later, Poovey took a leave of absence and did



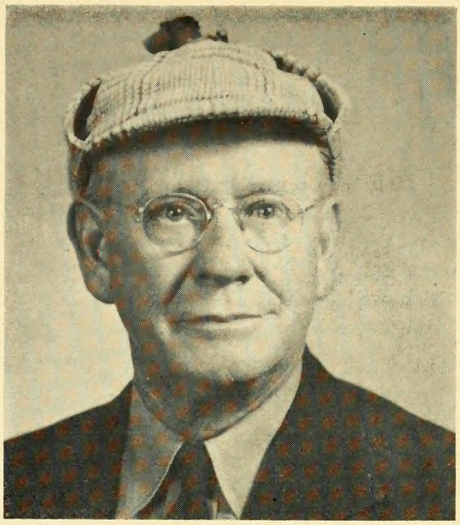
FLOYD PASCAL POOVEY

defense work with a Durham engineering outfit, Pyatt and Lee. In 1946, he returned to the Commission as a highway inspector in the old Ninth Division. He has been doing a good job ever since.

EQUIPMENT INSPECTOR Stamey I. Saunders of Raleigh retired this year after more than 30 years service with the Commission.

His highway work dates from June, 1919, when he was employed by the State as a mechanic. The highway shop was in the old Piedmont League Baseball Park then. Later it was moved to Gatlin Cornfield, and from there to the State Fairgrounds in 1921.

In 1923, Saunders was made equipment



STAMEY I. SAUNDERS

inspector. For several years, using a Model T Ford, he travelled over the entire State inspecting equipment. In 1950, he transferred to the parts department at the Raleigh Equipment Depot.

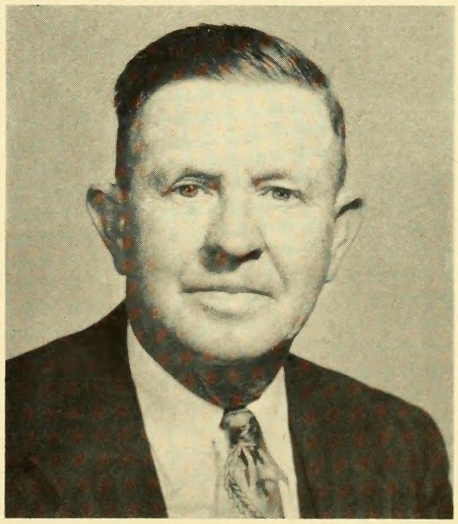
Saunders was born May 14, 1890, at Ophir in Montgomery County. He was educated in the county schools.

A World War I veteran, Saunders is a charter member of Raleigh Post One of the American Legion. He's a charter member of the Ophir Methodist Church.

Saunders enjoys trap shooting, hunting, fishing and letter writing. He lists his marital status as "unattached."

GLENN WALKER Pruitt was born July 7, 1902, at Mitchner's Crossroads in Franklin County. July 1, 1921, he started work with the State Highway Commission. Today, Pruitt, one of the best in the business, is patching roads.

In 1944, Pruitt was married to Lois Parrott of Granville County. They are members of the Ebernezer Methodist Church in Franklin County. His hobby is gardening and raising bantam chickens.



GLENN WALKER PRUITT

Raleigh Will be Host to NCSHEA Meeting

Executive secretary Otis Banks of the North Carolina State Highway Employees Association recently announced plans for the annual State Convention which will be held September 24-26, in Raleigh.

Lt.-Governor Luther Hodges will be the principal speaker at the annual banquet Friday night.

Headquarters for the convention will be in the Sir Walter Hotel. Committee meetings begin at one o'clock Thursday afternoon. At six, buses will transport the delegates from the hotel to Trojan Lake for the Annual Host Supper.

Friday morning, September 25, at 9 o'clock, the convention will convene. After the introduction of distinguished guests and the reading of several reports, Chairman A. H. Graham will address the group. Personnel director Earl Crump will then speak to the delegates. Afterwards attention will be given to regular convention business.

For the ladies, a tour of the principal points of interest in Raleigh has been planned on Friday. Busses will transport the ladies from the hotel at 9:15 a.m. on a conducted tour of Cameron Village. They will lunch at Chez Gourmet. At 3:45 that afternoon, busses will again take the ladies from the hotel to a reception at the Governor's Mansion.

The annual banquet will be held a 7:30 p.m. Friday night. J. G. Gibbs o Greenville will be master of ceremonies Division engineer Tom Burton o Greensboro will introduce Lt. Gov Luther Hodges who will give the mai address. The annual dance with specia entertainment will start at 10 p.m.

Saturday morning, the convention business will be brought to a close wit the election and installation of State officers for the coming year. Chief Engineer W. H. Rogers, Jr., will address the delegates.

State officers for 1952-'53 are Merle T. Adkins of Durham, president; Fred Biggerstaff of Bessemer City, first vice-president; and J. L. McDonald of Greenville, second vice-president; and Otis Banks of Cary, executive-secretary.

General Motors Names Winners

IN JUNE, General Motors announced the winners of their national Better Highway Awards contest.

Robert Moses, New York City Commissioner of Parks, won the $25,000 top national award in the contest which General Motors sponsored to stimulate widespread thinking and discussion about America's highway problem.

Moses proposed a 10-year program. It's a $50 billion plan—$5 billion a year for a construction war on poor roads. He suggested heavy reliance on increasing the Federal gasoline tax and doubling Federal allocation of funds for highway construction and maintenance. He suggested raising state taxes in the few low-tax areas and increasing the ton-mile tax on trucks in many parts of the country.

He also, like many other contestants and other highway authorities, suggested heavy reliance on toll roads. Toll roads, he thinks, are the answer wherever highway use is adequate to guarantee amortization of revenue bonds for road construction.

Winner of the South Atlantic regional award ($2,500) was Lewis W. Waters, Jr., a wage-rate supervisor in the automatic blanket department of the General Electric plant in Asheboro. Waters thinks the solution to the "highway problem" lies in "thinking big, informing and selling the public on what is needed. Then establish limited and realistic goals, and attack individual segments of the problem one at a time." Waters would have a complete "audit" made of existing roads, bridges and rights-of-way, and their classification as to importance and adequacy; consultation between Federal, State and local authorities and regional groups to prepare an "integrated" highway program; an analysis of "self-sustaining revenue sources" to determine the best and fairest methods of financing road improvements; and a special effort to determine what the trucking industry should pay as its fair share toward highway costs.

Waters argued that the "most effective agency for approaching the highway problem, under our form of government, is the State."

Warren J. Wicker of Raleigh was named winner of the $1,500 top North Carolina award. In line with suggestions of Moses, Wicker also emphasizes the use of toll roads and bridges. Wicker concludes that "the greatest saving in highway construction and maintenance costs can come from building only the highways needed and no more. This means that a weight limit must be set for each highway and then strictly enforced . . . If we allow overloading on our highways, we shall have to pay higher maintenance costs and the adequacy of our system will soon be destroyed. This we cannot and should not afford."

Whether anything beneficial will come of the General Motors contest remains to be seen. It has at least focused attention on the fact that our national highway network is becoming more inadequate and that there is no *cheap* or *easy* solution.

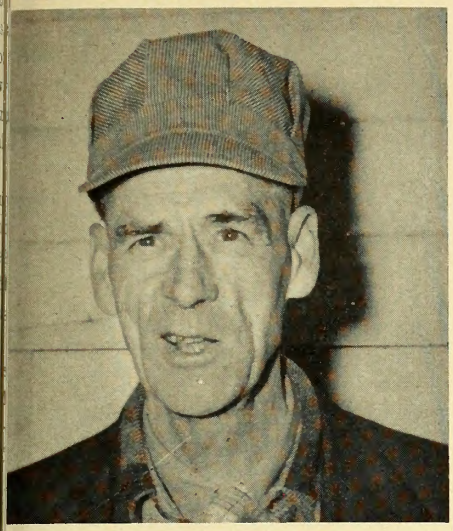
Bridge Foremen



When Bridge Superintendent K. R. Scott of Greensboro brought some of his bridge foremen to Raleigh for the day this spring, Bridge Maintenance Engineer C. B. Taylor took them on a tour of the new highway building. They stopped in the Commission Room for this group picture.

From left, W. S. Burgess of Spring Hope, Taylor, H. D. Wannamaker of Graham, W. L. Hudson of Reidsville, J. E. Cann of Greensboro, Fred C. Gray of Hillsboro, J. J. Taylor of Durham, and Scott.

31 Years of Service



HENRY CLAY CARSWELL

MOTOR GRADER operator Henry Clay Carswell began his highway work on a floating gang in Burke County in 1922. S. B. Brinkley was his foreman. In 1924, Carswell went to Avery County as drill operator. He worked on the old Yonahlosse Trail (now US 221). In 1926, he worked with Clayton Constance as a road machine operator. This crew operated in Avery, Mitchell, Yancey, Burke, McDowell, and Polk counties for four years.

In 1930, Carswell worked exclusively in Avery County. George Clark was his section foreman. He helped maintain the Grandfather Mountain section between Linville and Blowing Rock. In 1934, Carswell was promoted to his present position and assigned a motor grader. Today he operates his motor grader on regular maintenance and construction projects.

He was born July 16, 1899, in Morganton. He is the son of Mr. and Mrs. J. M. Carswell. March 4, 1942, he was married to Edna Pritchard. They have five children: Bobby, Roy, Mary, Sandra, and John Henry. Carswell has been a member of the Linville Presbyterian Church for the last 27 years. Gardening is his hobby.

In his words, "I live on US 221, two miles east of Linville. The elevation is 4,300 feet. I think I live at the highest elevation of any highway employee."

1953 Maps Ready

The new 1953 highway maps are ready for distribution. The maps are printed in five colors and carry, in addition to an outline of the highways, pictures of tourist attractions, a list of ferry schedules, an index to towns and cities, names of the highway commissioners and the State speed limits.

US numbered highways are shown in red; the State's numbered highways are shown in black.

PLANS ANNOUNCED FOR ANNUAL SASHO MEETING

Plans are well underway for the twelfth annual convention of the Southeastern Association of State Highway Officials, October 1-2, in Asheville, according to Chairman A. H. Graham, Chief Engineer Bill Rogers, and Coordinating Committee Chairman Louis Payne.

North Carolina is the host state to the southeastern regional highway conference. Over 500 delegates, wives and officials from the fourteen member states — Alabama, Arkansas, Florida, Georgia, Kentucky, Louisiana, Mississippi, North Carolina, South Carolina, Tennessee, Virginia, West Virgina, Maryland, Texas — and Washington, D. C., are expected to attend. The George Vanderbilt Hotel will be headquarters for the convention.

The two-day session will get underway with registration of the delegates on Wednesday afternoon, September 30. That night, the board of directors will have an executive dinner meeting.

Thursday morning, October 1, the general session will open with SASHO president E. J. James of Louisiana presiding. Rev. C. Grier Davis, pastor of the First Presbyterian Church in Asheville, will give the invocation. Hon. Earl W. Eller, Mayor of Asheville, will welcome the delegates to Asheville. A. H. Graham as Chairman of the North Carolina State Highway and Public Works Commission will bring greetings to the assembly. Governor William B. Umstead will welcome the delegates to North Carolina. President James will respond on the part of SASHO and then give an address.

After a roll call of states by secretary-treasurer J. A. Kinkead, the main addresses to the convention will be given by D. Grant Mickle, director of the Traffic Engineering Division of the Automotive Safety Foundation; and Executive-secretary Hal H. Hale of the American Association of State Highway Officials.

A joint committee of SASHO and the Associated General Contractors will confer that noon at lunch.

Thursday afternoon, the delegates will attend specialized committee meetings. That night from six to seven, an informal reception will be held on the Rhoddoendron Roof of the Battery Park Hotel. The Thursday night—"North Carolina Night"—dinner and entertainment will be sponsored by the Carolinas Branch of the A. G. C. Delegates and wives will dine and dance at the city auditorium of Asheville.

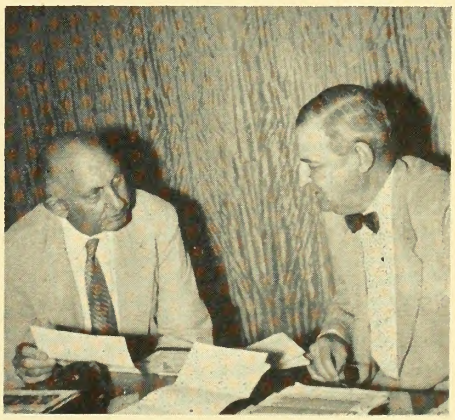
Friday morning, the various committees will again go into session. That afternoon in a general meeting, the committee reports will be made. The election and induction of officers for 1953-'54 will be held. The host state for next year's convention will be decided then.

That evening, a reception will be held in the West Ballroom of the George Vanderbilt Hotel. North Carolina will sponsor the Friday evening "Family Dinner", dancing and entertainment at the Asheville Auditorium. The Presentation of the Award of Merit to the Past President will be made at the dinner.

A special entertainment has been planned for the ladies. Thursday noon, the ladies will go in busses for a picnic lunch on the Biltmore Estate. Afterwards they will tour the fabuluous Biltmore House and Gardens.

Friday afternoon, the ladies will lunch and see a style show at the spacious Grove Park Inn. They will return in busses to the hotel via the beautiful Blue Ridge Parkway.

Chief Engineer Rogers is vice-president of SASHO.



Chief Engineer Bill Rogers and Chairman A. H. Graham confer on final plans for the annual convention of the Southeastern Association of State Highway Officials to be held in Asheville, October 1-2.

Every day look at a beautiful picture, read a beautiful poem, listen to beautiful music, and if possible, say some reasonable thing.—Goethe.

Commissioners Tour the West

In August, the Commission met in Asheville and held their first out-of-Raleigh monthly meeting since taking office in May. Governor William B. Umstead paid a surprise visit midway through the meeting in Asheville's city hall.

In their regular business session, the Commission appointed William F. Bailey, State Prisons Director and adopted rules liberalizing the treatment of prisoners in North Carolina. Unlike the old set of rules, the new code makes no provision for corporal punishment for unruly prisoners.

The Commission approved the award of $2,449,000 in road inmprovement contracts. However, the contract for the grading of the proposed nine-mile by-pass of US 301 around Rocky Mount was withheld subject to a satisfactory acquisition of right-of-way.

Shortly after the Governor left the meeting, the Commission approved unanimously and without discussion, his recommendation that Bailey, former High Point Mayor and State Civil Defense Director, be named prisons director, succeeding Walter F. Anderson.

The new prisons code is divided into two sections. The first deals with lines of authority and organization within the prison department, the second gives the rules and regulations for conduct and classification of prisoners.

At the request of Commissioner Harry Buchanan, the Commission appropriated $7,200 to buy property for a railroad siding at the Haywood County prison camp at Hazelwood.

All the Commissioners were present for the meeting except Forrest Lockey of Aberdeen and C. A. Hasty of Maxton. Mr. and Mrs. Hasty and their daughter joined the group Sunday night for a barbecue at Boone.

Following the meeting, the Asheville Chamber of Commerce was host for a luncheon at the Battery Park Hotel. Wednesday night the Superior Stone Company had entertained the early arriving commissioners and their wives at a dinner.

Thursday afternoon, the group embarked on a four-day tour of the mountains of western North Carolina. The wives drove along US 19 through Soco Gap to the Almond Boat Dock where they boarded speed boats for a leisurely two-hour cruise 35 miles up the lake to Fontana Village. The men drove by Waynesville and Sylva to see the site for the new fourteenth division headquarters. At the boat dock, they took a fast Chriscraft ride up Fontana Lake and joined their wives at the Village. That night the group was guests of Fontana Village and its operator, Government Services, Inc., at a delicious dinner in the main dining room. After watching square dancing in the recreation hall, they spent the night in Fontana Lodge.

Friday morning, the party toured Fontana Village and the Fontana Dam. The ladies again boarded motor launches and cruised directly back down Fontana Lake to the Almond Boat Dock, while the commissioners detoured by Yellow Branch to inspect the grading on the seven and one-half mile section of the Brock-Fontana highway. Funds have not been set



up for building the last three miles of this road that will shorten the distance between Fontana and Bryson City by 30 miles. Commissioner Buchanan estimated it would take $400,000 to build the missing three-mile link. Only incident to mar the inspection trip was a minor accident. Division engineer G. G. Page was caught off balance just as truck started moving and was thrown to the ground. Thankfully, he was shaken, but unhurt.

Mayor Kelly E. Bennett, a well-known booster of western North Carolina and mayor of Bryson City welcomed the guests for a lunch at the Nantahala Inn. The town of Bryson City was host. Afterwards the group piled back in their cars and the motorcade set out on a tour o the scenic Great Smoky Mountains Na tional Park and Newfound Gap. Th group returned to Cherokee and toure the reconstructed Oconaluftee India Village.

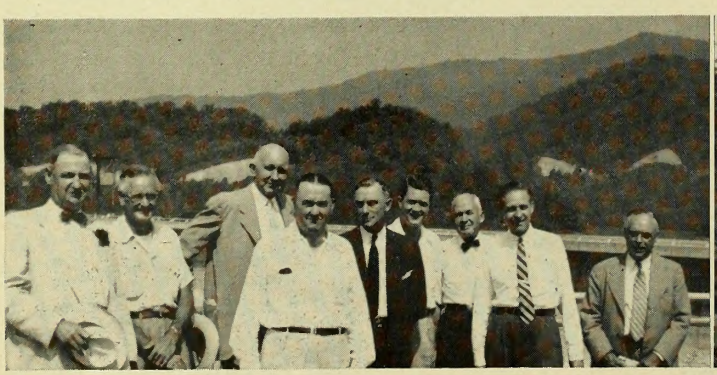
In a surprise ceremony, our chairma was initiated as an honorary member o the Cherokee Nation of 1750 and of th Cherokee's Oconaluftee Village commun ity. After smoking the four-way peac pipe with three Indians, he was given a set of feathers used in the eagle dance and was dubbed "Nu-nah-di-gah-neh-sku-ski". Mr. Graham's new Cherokee title means "Trailmaker" or " Chief Roadbuilder."

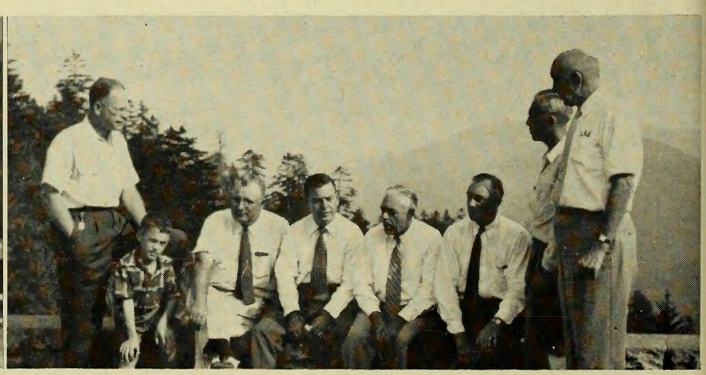


After resting at the Boundary Tree Motor Court, the group dined Friday night at the Cherokee-Indian School dining room. They were guests of the Cherokee Historical Association and the Indian Agency for both dinner and the mountain drama, "Unto these Hills". After a busy day of riding and sightseeing, the weary group reformed their motorcade and lead by a State Highway Patrolman sped back through the moonlight to Asheville and the night at the Battery Park Hotel.

Saturday morning, the group toured the beautiful Biltmore House and Estate. From there, they drove to Hendersonville. The group paused briefly to rest and refresh themselves at Commissioner and Mrs. Buchanan's lovely home in Hendersonville. In a second surprise visit, Governor Umstead joined his highway commissioners and guests for lunch at the Hendersonville Elks Club. Earlier, the party had posed for a formal group picture on the lawn which was reminiscent of large family reunions. Mayor A. V. Edwards and E. E. McBride, chairman of the Hendersonville County Board of Commissioners, welcomed the group. They were guests of the Elks Club for lunch.

That afternoon, the ladies returned to





New Bridge at Morehead City Completed



The handsome new bridge at Morehead City which crosses over Bogue Sound and the Inland Waterway to Atlantic Beach was officially opened to traffic September 3. It replaces an old, wooden structure which was inadequate and had been posted for a six-ton load capacity.

The new bridge has a concrete floor and is 3,682 feet long. It is based on reinforced concrete pile and caps. The approaches are also of reinforced concrete.

The draw span consists of a 250-foot through steel truss which provides two 90-foot openings for navigation of boats on the Inland Waterway.

T. A. Loving and Company of Goldsboro was the contractor. J. B. Cutchin as resident engineer assisted in the project which was started in 1951.

The approximate cost of the new bridge is $1,500,000.

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rest at the Battery Park in Asheville while the commissioners rode over the nine-mile recently improved road on NC 9 from Bat Cave to Black Mountain. From there, they drove over and made a first-hand inspection of the newly-graded Ridgecrest-Old Fort Road—the largest earth-moving job east of the Mississippi.

Saturday evening, the group reassembled at J. G. Northcott's cabin near Black Mountain for a delicious chicken barbecue dinner out of doors. They were guests of the Grove Stone and Sand Company of Swannanoa as well as the Black Mountain Chamber of Commerce. That night the group attended the outdoor mountain drama, "Thunderland." They returned to Asheville for the night.

Sunday morning, by noon the motorcade had formed and headed up the scenic Blue Ridge Parkway. Enroute, they stopped at Mount Mitchell for a breath-taking view of the mountains. Ewart Wilson was their luncheon host. He gave some of the more daring members bear meat sandwiches. Afterwards, they piled back in their cars and headed for Grandfather Mountain. Hugh Morton took the group on a personally conducted tour across the mile-high swinging bridge.

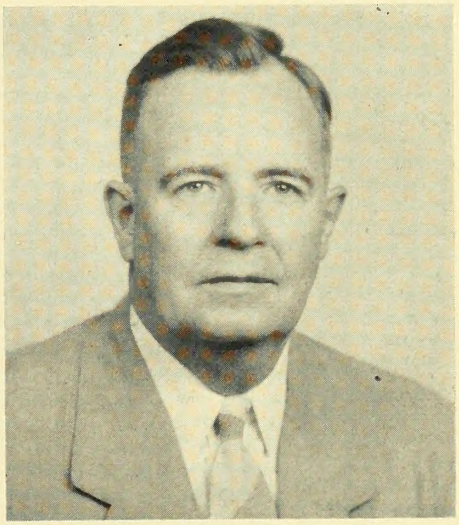
That evening, the Boone and Blowing Rock Chambers of Commerce treated the group to an outdoor chicken and barbecue dinner. The Appalachian Southern Historical Association was the group's host for the outdoor showing of "Horn in the West."

Monday morning, the hardy souls who had followed the tour through four strenuous days of riding and sight-seeing gathered for the last time as a group for breakfast at the Daniel Boone Hotel. By nine, they separated and headed for their respective homes.

The Commission and their guests were royally entertained by the local chambers of commerce, civic clubs and promotion groups at every stop. Credit for arranging for the comfort and convenience of the travellers goes to the three commissioners of the mountainous section of the State—W. Ralph Winkler, J. Fleming Snipes and Harry Buchanan. They gave unsparingly of their time and energy to insure a pleasant, informative trip for the Commission.

The mountain trip was excellent opportunity for the commissioners not only to get better personally acquainted with each other but to fully realize that mountain roadbuilding not only takes time but is expensive. The commissioners from the Piedmont and the eastern part of the State were impressed with this liberal share of mountain riding and scenery.

Comparing construction difficulties, Commissioner Emmett Winslow of the First Division observed that "they have mountains to contend with while our area is faced with water. Up here, they have to build through and around rocks, while, we on the coast have to go through or over swamps and rivers."

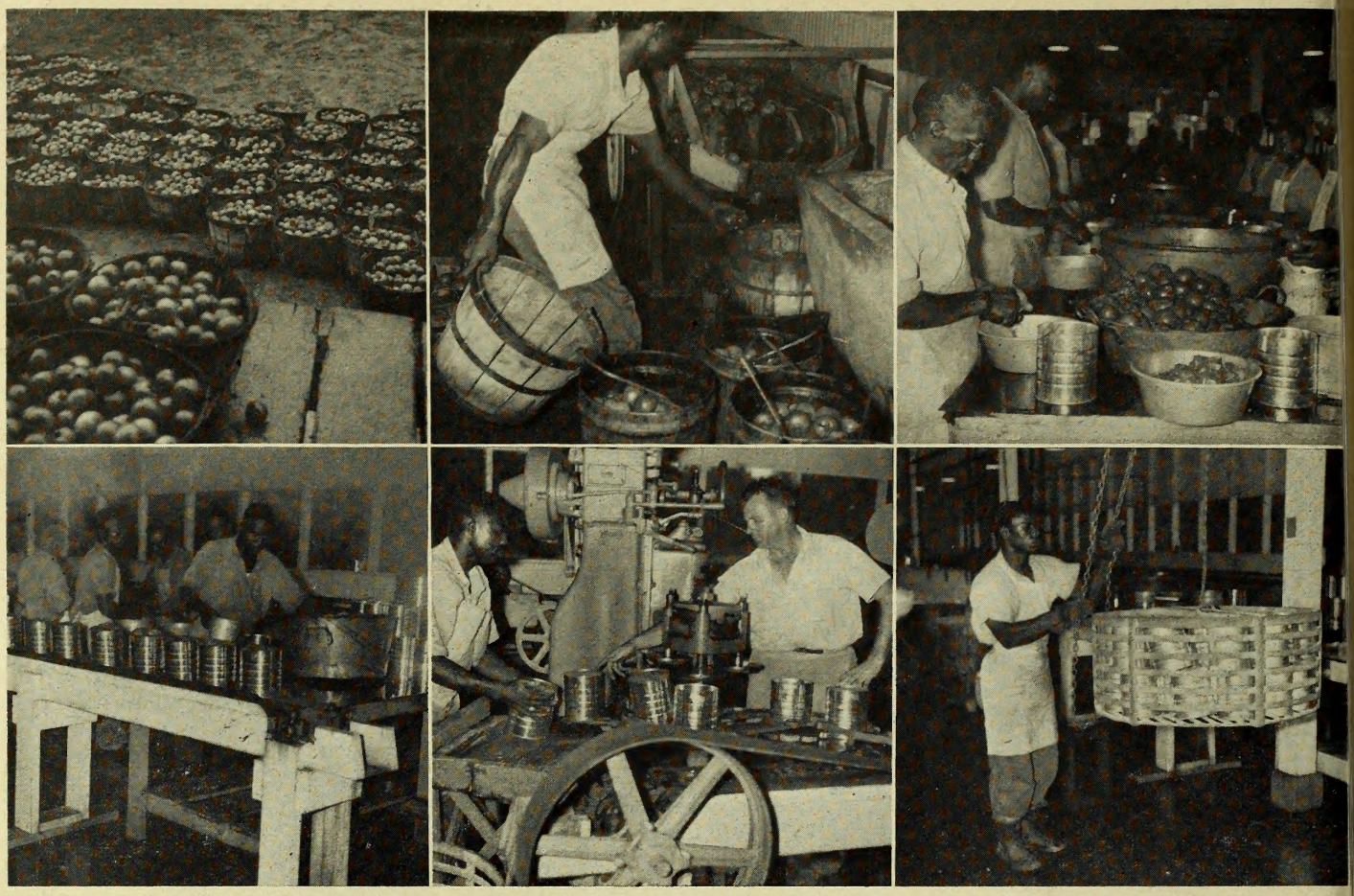


Tom Park was promoted from chief highway draftsman to roadway design engineer, September 1. He replaces Edward Cothran who resigned after 32 years of highway service to become the executive-director and treasurer of the Carolina Asphalt Association. He fills the job left vacant by the death of Vance Baise.

Park, 54, is a Raleigh native. Upon graduation from State College in 1922, he started with the Commission as a draftsman in the Raleigh office. He assumes a job which requires a thorough knowledge of highway construction and of the type and width of roadway required under different conditions plus the ability to design roads to meet these requirements.

Dan Allen moves up to Park's place as chief highway draftsman.

Though we'll miss Ed Cothran, we wish him the best of luck in his new work. We know that Tom Park and Dan Allen will continue to give outstanding service to the Highway Commission.



Six steps in tomato canning at Creswell are shown. The top two scenes show the bushelled tomatoes ready for processing and the washing and sorter conveyor. The middle scenes show prisoners skinning and coring the tomatoes; and packing the cans and putting in preservatives. The bottom scenes show the sealing process and the cans ready for the final pressurizing in a steam bath. Prison officials hope 25,000 gallons of tomatoes will be canned this year.

Prison Canning Program Now in Full Swing

The Prison Department estimates it will can as many as 25,000 gallons of prison-grown tomatoes by this fall. The tomato canning program is only part of its effort to reduce prison food costs.

In past years, each prison camp grew and canned vegetables for its own needs. This year, prison officials are carrying out farm and canning operations on a statewide scale.

After surveying farm and canning prospects, the Prison Department conferred last September with food machinery representatives, State College horticulture specialists and commercial canning experts. The conference developed that the 294,042 cans of prison farm produce put up last year could be increased. With more than 9,000 prisoners to feed, prison officials estimated about 600,000 cans of food-stuffs would be needed this year.

Quotas were set for the various prison farms. Ten acres were assigned for cabbage, three acres for lima beans, 101 acres for snap beans, 113 acres for sweet potatoes, five acres for pumpkins, one and one-half for okra, 20 acres for field peas, 75 acres for tomatoes, 75 acres for Irish potatoes, and 125 acres for corn. Squash and other vegetables were to be planted by the various camps as needed.

In May, a $5,250 irrigation system was put into use for 50 acres of tomatoes at Caledonia Prison Farm. The irrigation system already has proven its worth. With the canning season now in full swing, over 12,000 gallons of tomatoes already have been canned. By the end of the season, the total is expected to run to 25,000 gallons.

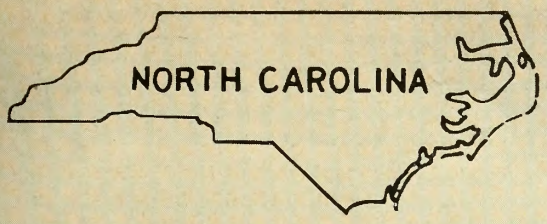
The bulk of the farm produce marked for canning goes to prison canneries at Caledonia, Creswell, Woman's Prison, and Carthage. Other prison camps have facilities for a limited amount of canning. Production at the four main canneries runs from 650 to 2,000 gallons a day.

Apples and peaches are bought from private growers. The Prison Department has found it cheaper to buy than to raise these fruits.

Last year, two big items canned at Creswell were herring fish and herring roe. The department reported 52,464 cans of fish and 9,913 cans of roe were processed.

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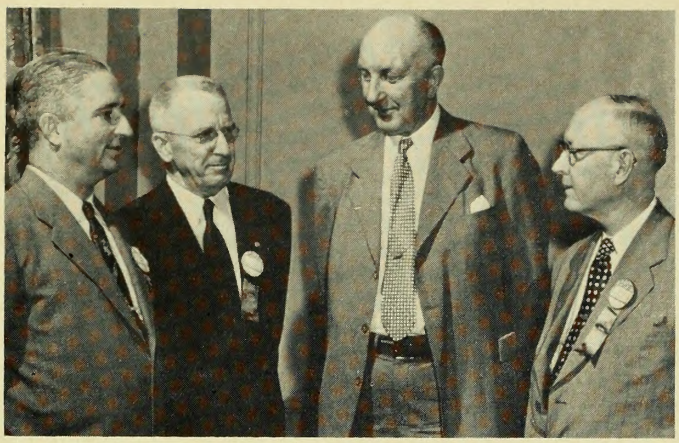
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ROADWAYS

A MAGAZINE FOR EMPLOYEES
OF THE STATE HIGHWAY COMMISSION

NOVEMBER-DECEMBER, 1953



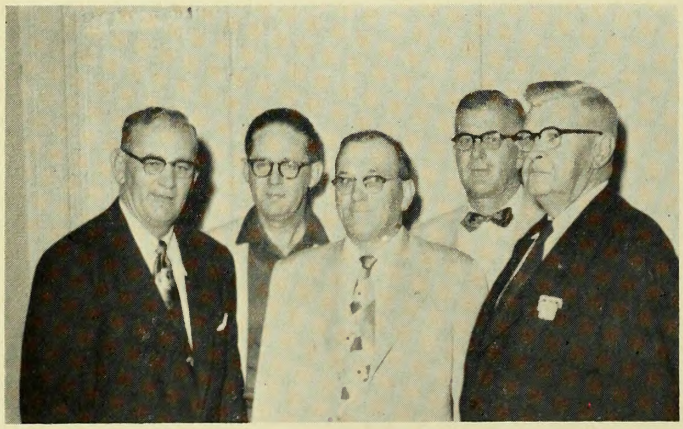
The new and retiring officers of the Southeastern Association of State Highway Officials from left are E. J. James, chief engineer of the Louisiana Department of Highways, retiring president; B. W. Davis, State Equipment Engineer, secretary-treasurer; W. H. Rogers, Jr., State Highway Engineer, new president; and J. A. Kinkead, project control engineer with the Louisiana Department, retiring secretary-treasurer. W. M. Leech, chairman of the Tennessee Highway Commission and new SASHO vice-president, is not pictured.

These men played prominent roles in the annual convention which was held October 1-2 in Asheville.

Satisfied Employees

IN AN unprecedented gesture, the North Carolina State Highway Employees Association made the following resolution at their recent State convention:

". . . not to adopt any resolution that would require any request to the State of North Carolina, or to the Highway Commission, for additional benefits or costs; pledging to them our loyalty and our satisfaction with working conditions at the present time; further, that with the granting of a five-day work week, it was our pledge to maintain production in the shorter work week, the same as in the former longer work week, and our goals are so set; that the recently granted salary increase placed our employees on a comparable basis with other similar employment; that we want the public to know that the membership of this Association is satisfied and pleased with their working conditions and salaries at this time."



The State officers of the North Carolina State Highway Employees Association from left are J. L. McDonald, First Vice-president; Otis Banks, Executive-Secretary; Fred Biggerstaff, President; Merle T. Adkins, Past President; and R. L. Brown, Second Vice-president. The success and harmony of the recent State Convention of the NCSHEA is largely due to the efforts of these men.

NORTH CAROLINA ROADWAYS

A Magazine for employees of the North Carolina State Highway and Public Works Commission

Published Bi-Monthly By
THE HIGHWAY INFORMATION DEPARTMENT at Raleigh, N. C.

Volume IV.. NOVEMBER-DECEMBER, 1953.. Number 3

A. H. GRAHAM, CHAIRMAN

STATE HIGHWAY COMMISSION

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H. Maynard Hicks, Snow Hill
C. Heide Trask, Wilmington
M. E. Robinson, Goldsboro
Donnie A. Sorrell, Durham
C. A. Hasty, Maxton
J. Van Lindley, Greensboro
Forrest Lockey, Aberdeen
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June F. Scarborough, Statesville
J. Fleming Snipes, Marion
Harry E. Buchanan, Hendersonville

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R. B. Peters, *General Counsel*

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Charles R. Smith, Albemarle
Cora Lee McLean, N. Wilkesboro
Jean Cline, Shelby
Dan Turner, Asheville
C. J. Beck, Sylva

Margaret Burk, *Editor*

The NCSHEA was started in 1947 to coordinate the activities of the 10,000 or more highway and prison employees. The Association's stated aim was the secural of an adequate budget for the maintenance and improvements of highways as well as a fair wage scale for employees. From a beginning of 3,000 members, the Association has grown in six years to an organization with 9,000 members. The NCSHEA has had remarkable success in promoting goodwill between the various highway departments and bettering the welfare of the employees through increased pay and a shorter work week.

THIS MONTH'S COVER

Grading on the Old Fort-Ridgecrest road was completed by W. E. Graham and Sons in July. Cover picture shows one of the many cuts and fills. More than 3,000,000 cubic yards of rock and earth were excavated and pushed from one ridge into the next valley to form the roadway.

A. R. Thompson Contractors, Inc., have started surfacing the four lanes. Weather will delay the completion of the paving till next spring. J. E. Terrell is the resident engineer.

This relocation of US 70 cuts the distance between Old Fort and Ridgecrest by two miles. It will replace the present, narrow twisting section of US 70.

North Carolina Entertains Road Scholars in Asheville

North Carolina was host to the Twelfth Annual Convention of the Southeastern Association of State Highway Officials in Asheville, October 1-2.

The general session got underway Thursday morning with SASHO President E. J. James, Chief Engineer of the Louisiana Department of Highways, presiding. The invocation was given by Dr. C. Grier Davis, pastor of the First Presbyterian Church in Asheville. Hon. Earl W. Eller, Mayor of Asheville, welcomed the delegates to his city and said that "much good can come out of this convention by discussing your mutual diffculties in roadbuilding."

Highway Chairman A. H. Graham brought greetings and welcomed the delegates to North Carolina on behalf of Governor Umstead who was unable to attend. Graham cited the steady growth of SASHO and praised the late Vance Baise, its first president. "We all have our problems which seem insurmountable at times. We've gone a long way, however, but we've still not been able to keep pace with traffic which has increased in size and weight," he said. He referred to the big secondary road bond program which had been a heavy burden on highway personnel. He praised the employees for a "magnificent job," citing the 13,000 or more miles of secondary roads which were paved. Graham saw the possibility of another bond issue to modernize the primary highway system. He concluded, "We get a genuine pleasure from being your hosts and hope that you have a pleasant and enjoyable stay."

President James expressed his appreciation for the welcome to North Carolina and said that this was the first state to entertain SASHO when it was founded in 1942.

In his annual president's address, James called for increases in state gasoline and motor fuel taxes and in automobile and truck license fees. He also recommended continuation of the present two-cent per gallon Federal gasoline tax tact between the highway departments and the engineering schools. There should be closer contact between "those who teach and those who practice."

He cited the urban highway system whose efficiency is impaired and often nullified due to vague and conflicting authority of the local officials. He believes the solution lies in the creation of a single city agency to deal with highway matters. He said by-passes were often opposed by businessmen but a recent survey in Cali- "with the understanging that Congress will return all of this revenue to the states in the form of regular Federal aid and the next (Federal) appropriation bill provide for this procedure on a ten-year basis." James discussed the current highway needs survey now being made in Louisiana. "It is our aim to end up with a report which will definitely allot all of the roads and streets in Louisiana to a state, parish (county) or city system for construction and maintenance." He said that the cost of improving each of these systems should be arranged on a ten-year basis. He believes the general public in each state looks to its highway department not only for the management of the state highway system but also for advice and assistance to the local goverments.



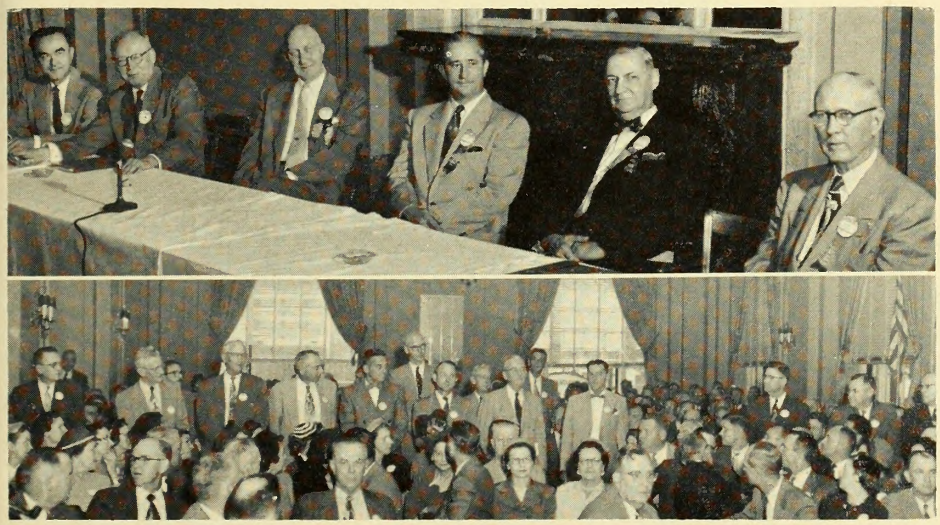
Grant Mickle, director of the traffic engineering division of the Automotive Safety Foundation, spoke to the general session of the recent annual convention of the SASHO in Asheville.

Secretary-treasurer J. A. Kinkead. project control engineer of Louisiana, then had a roll call of states with each group standing in a body to be recognized.

Grant Mickle, director of the traffic engineering division of the Automotive Safety Foundation, spoke on road needs in urban centers, highway education, the management of urban streets and highways and highway by-passes. He cited the congestion in cities, saying the traffic jam is a costly headache. He dwelt on the method of financing urban transportation, the relative role of car and truck in mass transportation, methods of pricing (gas tax, toll fees, and parking meters), importance of federal and state aid, the problem of law in securing right-of-way, and highway planning and research. He spoke of the difficulty in recruiting good highway engineers in competition with aggressive companies in the more lucrative chemical and electronics field. He thought upgrading the income and improving the working conditions of the highway engineers would alleviate the situation. Mickle called for a closer contact between the highway departments and the engineering schools. There should be closer contact between "those who teach and those who practice."

He cited the urban highway system whose efficiency is impaired and often nullified due to vague and conflicting authority of the local officials. He

(Continued on page 6)

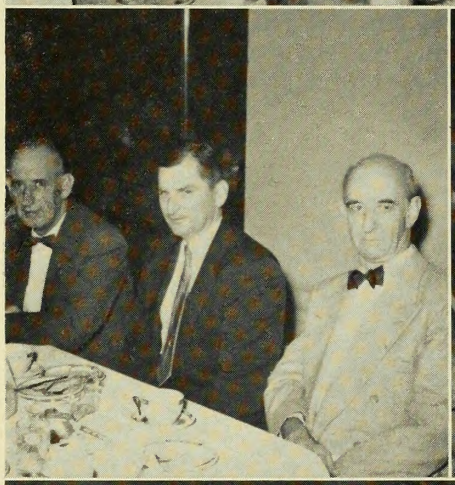


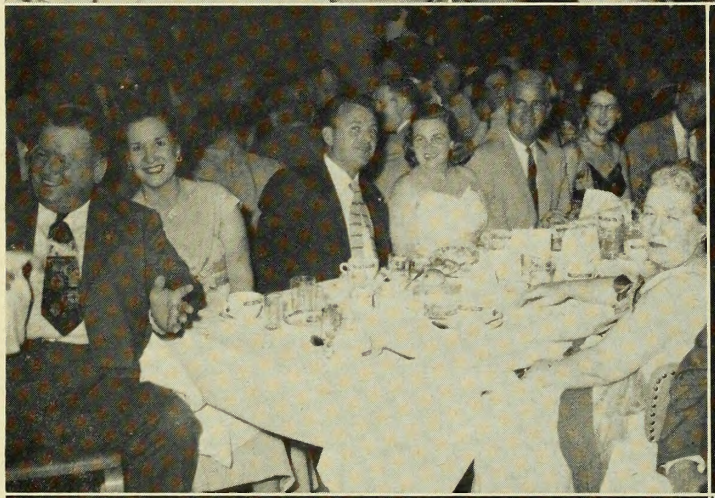
Top photo shows the speakers table. From left, are Grant Mickle, Hal H. Hale, executive secretary of the American Association of State Highway Officials who spoke on "Proposed Highway Legislation", W. H. Rogers, Jr., newly-elected president, E. J. James, retiring president of SASHO, Highway Chairman A. H. Graham, and retiring secretary-treasurer J. A. Kinkead.

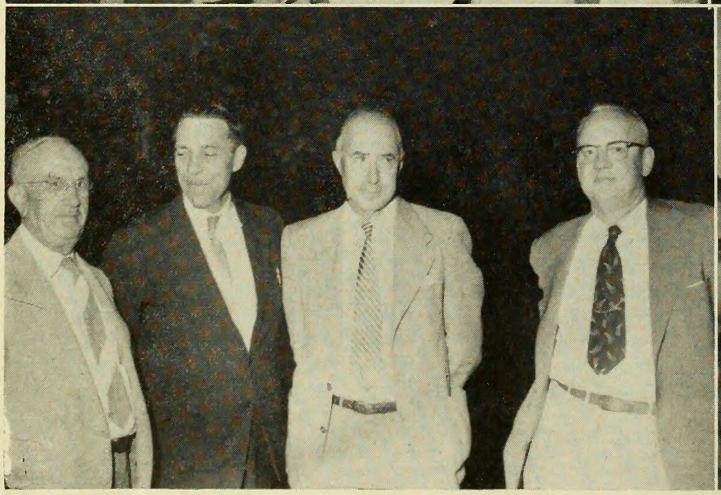
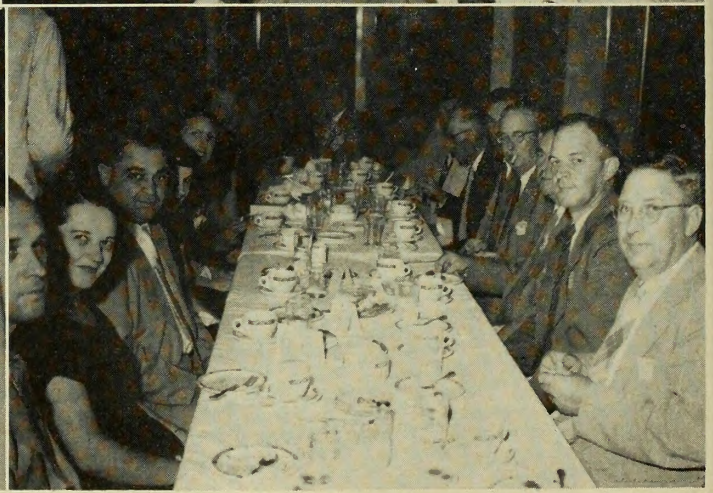
Bottom picture shows Louisiana delegation standing for recognition during roll call by states at the recent SASHO convention.

Scenes from Highway Employees Association Annual Convention in Raleigh







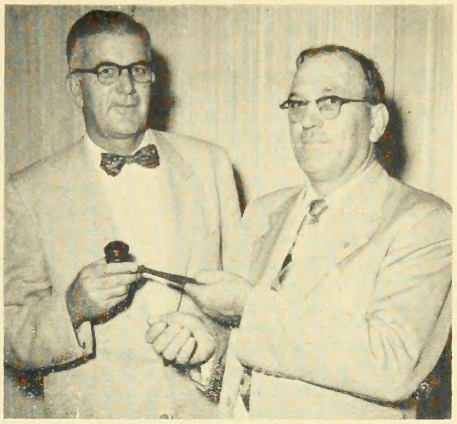
A Secretary's Impressions of Annual NCSHEA Convention

by

Otis Banks

The very best convention we have ever had, thanks to all the help from local folks—people that pitched in and helped like Sig Hardesty, Bob Setzer, Flo Boone, Bill Reaves, C. H. Smith, Dale Graham, Jim Adams, Margaret Burk and many others—things really began rolling on Wednesday afternoon when the President came over and got right down to business to work out the last-minute details, knowing that things would really start boiling next morning—Thursday, and registration began almost before we could get the desk set up in the Sir Walter Hotel lobby—best registration crew we ever had, with Florine Boone, Edythe Crocker, Vernice Benton and Mildred Banks holding forth at the table, and Vera Graham pinch-hitting—as usual, they came in spurts, never one or two at the time, but in droves—football tickets seemed to be the most popular item, and hope most everybody was satisfied when it was over—General Executive Committee met in the afternoon and due to previous meeting the business was over shortly, with no need of the usual night meeting (everybody happy over that)—budget and audit committees met and made their reports—resolutions met and reported to GEC—then everybody got all wound up and away we went to the finest host supper ever, out at Trojan Lake as guests of Montgomery & Aldridge Company and the Pennsylvania Rubber Company for a splendid barbecue supper with all the trimmin'—lake property furnished by N. C. Equipment Company who also staged a real, ole-fashioned refreshment hour—even had busses to transport us out, courtesy of N. C. Products Company—seems as if some of the delegates thought they could sing, from looks of the group around the piano—Lloyd Cutting was the only one who knew he couldn't sing and didn't even try—Sam Smith beaming all over the place, greeting folks from far and wide — "Skin" Witherspoon with a big smile on his face! —Setzer and Boone both trying to outdo each other as hosts—Sig Hardesty worrying about whether they would all make the busses back to town, but being right on the ball trying to look after everybody—Adkins and his General Officers making desperate efforts to shake hands with every individual; you'd think they were all running for Governor or something—the lovely ladies—Margaret Burk with the ever-present camera making the usual "candid" shots—business started right on the dot Friday morning at the hotel, 205 delegates registered—the usual preliminaries for opening with Sig as Temporary Presiding Officer, the session being in the well-appointed Cafe Garden—the Auditor introduced his old friend Fred Wheeler as Mayor of Raleigh, who welcomed the delegates—Setzer's fine response — reports — business — the arrival of Governor Umstead who made such a splendid address to the Convention—our own Chairman, "Sandy" Graham, whose address was received with thunderous applause—sorta gently reminded those present that they should wear and be proud of their service buttons—Merle reminded him that many of us had now bought another suit of clothes with our bonus and forgot to change the button when we changed clothes—lunch and then back to work—appearance of Roy Purser and Nathan Yelton in behalf of the Bond Issue vote on October 3—business and resolutions—the very definite forward step taken by the Association, pointing up the fact we are a leader, in unanimously passing a resolution of appreciation to Governor, Legislature, Highway Commission and Chairman for past benefits granted, and stating we would not make any requests this year for additional funds or benefits—this well received by press, radio, and personal thanks stated by Governor and Chairman later—explanations that we can negotiate anything important this year, but we felt should slow down for a few months—the wonderful refreshment hour that afternoon with Armco Drainage and Metal Products as hosts in Cafe Garden—hotel made a mistake and charged it on my bill, and I almost fainted when I got it, but I sent it on to Lou Page, bless his sweet little heart—the highlight of the Convention in the banquet that evening, with all the color, the visiting dignitaries (we folks down the line call them the "brass") — beautiful organ music by Woody Hayes—the outstanding address by Lt. Governor Luther Hodges as principal speaker—the splendid job done by Gordon Gibbs as Master of Ceremonies—the floor show and dance afterwards—and Saturday morning the winding up of official business, Chief Engineer "Bill" Rogers' fine address and election of officers—Fred Biggerstaff's heartwarming impromptu speech of acceptance following election as President—"Mac" McDonald of Greenville, First Vice—"Bob" (ole booming voice) Brown of Charlotte as Second Vice—they'll make a couple of mighty good Veeps—Merle Adkins' look of surprise at the "going away" gift of golf bag and golf irons—then the mad scramble as usual of everybody trying to leave at one time and make it to the football game, and then on home—the Secretary just simply collapsed for a few hours and then started picking up the loose ends, paying the bills, and wondering if he would be able to make it home—it was really a swell affair, folks, and the business was properly attended to as usual by your delegates—we have definitely made progress with this Convention—we have a wonderful reputation and it will remain so, I am sure of that—next year we go to Winston-Salem, and that should be another outstanding affair—will be just prior to convening of the 1955 Legislature, so that should be an interesting Convention—thanks to everybody who helped in any way to make this Eighth Annual Convention the success we think it was—you're all very special folks!

P.S. At the banquet Friday evening, names of several Commissioners were called out, but they could not be present—When Harry Buchanan's name was called out, he announced in jest that all the commissioners who were not present would not get any of the surplus—I'm thinking he had something there, from the division I saw in the papers this week—and one other thing, I am still wondering and can't find out, did the "spirits" ever move, Margaret Burk?



Retiring State president of the NCSHEA, Merle T. Adkins of Durham, turns over the gavel of his authority to the new president, Fred Biggerstaff of Bessemer City. Adkins was presented a matched set of golf clubs, bag and cart in recognition of his service to the Association.

Construction Progresses on New Road through the Smokies

They're making great strides in grading the first 6.59 mile link of the new Pigeon River Road through the Great Smoky Mountains. This is the first segment of a proposed 22-mile road between the Tennessee-North Carolina state line at Waterville through the Pigeon River Gorge to Cove Creek. When complete, the new road, tying in with US 19 and 23, will become a part of an interregional road running from Miami to the Black Hills of the Dakotas. There will be no elevation over 2,800 feet on the whole route.

The Pigeon River Road had been desired by the local residents for over 100 years, but scarcity of highway funds and the roughness of the terrain discouraged earlier attention to its construction.

In 1951, surveys of the Pigeon River canyon—one of the wildest and most precipitous gorges in the State—were directed by Chief Locating Engineer R. Getty Browning, and assistant locating engineers George A. McKinley and C. H. Chappell. Arnold Crisp and Roy Welch were chiefs of locating parties.

Curves were computed from preliminary lines, eliminating much brush cutting. This method which was devised by McKinley won the 1951 McCrary Award for him. Even with this revamped surveying method, the locating parties fought through a dense undergrowth of briars, rhododendron and laurel to make their projections and stake them out. The presence of copperheads, rattlesnakes, and the Japanese yellowjacket (similar to a hornet) added to the hazards. The necessary levels, contours (five feet vertical and 100 feet horizontal) and cross sections were made.

The location as proposed by North Carolina—that the center line of the new road follow along the east side of the Pigeon River and generally along the old narrow-guage railroad grade leading to the Waterville Lake Dam—was approved by the Tennessee authorities.

The plans were drawn for a roadway with 44 feet in the cuts, 50 feet in the fills. There'll be a 24-foot pavement from a point about 600 feet in Tennessee, on the Pigeon River to Cold Springs, a distance of 6.59 miles southeast of the Tennessee-North Carolina State line. The Tennessee Highway Department agreed to reimburse the State for the work done in their state.

Bids were opened last February on the project. A. B. Burton, Inc., of Lynchburg, Virginia, contractor, made the low bid of $1,464,676. Contract forces under superintendent R. W. Chandler started work March 23, 1953. The contractor has 360 days to complete the job. To date, the project is about 25 per cent complete.

It is a mammoth earth-moving job. Plans call for 1,064,500 cubic yards to be excavated in the roadway and 27,800 cubic yards in the tunnel. The tunnel will be about 1,035 feet long and cut through solid rock about four miles upriver between Cold Springs and the state line.

Construction started at the Tennessee line and the rough grading is well along. Hewing out a service road along the old railroad bed was pushed so that the tunnel contractor could begin work before winter.

The alignment for the proposed highway is excellent as it follows the natural gorge. There will be no extreme or abrupt changes of elevation in the road. The highest elevation will be a 1,000 foot stretch of roadway at 2,500 feet.

Better still, the motorist will avoid fog as the new road will be below the fog line. The other two gates through the Smokies are at Newfound Gap with an elevation of 5,050 feet and Cove Creek Gap at 4,100 feet. In winter, these two routes become hazardous with fog, snow, sleet and ice.

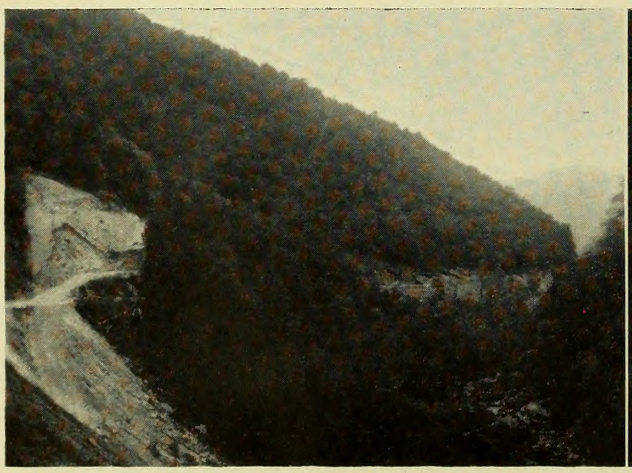
The maximum grade on this first section is 2.5 per cent. The maximum curvature is six degrees. On the future links the maximum grade will be around five per cent. Because of its easy grades and good alignment, the Pigeon River Road should be a motorist's dream come true for year-round driving.

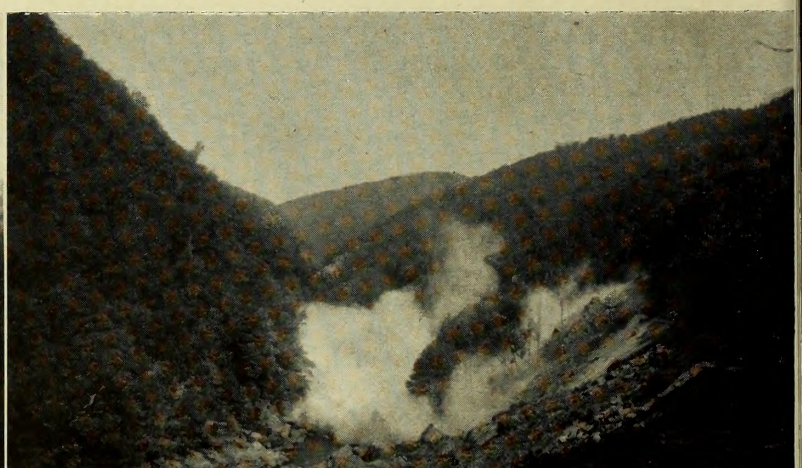
Fifteen miles of the proposed 22-mile road will be built on the side of steep cliffs running along the east side of the Pigeon River. Since the canyon is in such an isolated, uninhabited section, the contractor had dynamited as heavily as necessary in the rock to provide a shelf wide enough to accommodate a modern highway.

When complete, the Pigeon River Road will run 22 miles from Waterville at the Tennessee line through the gorge to Cove Creek. It will provide an easily-driven and a much less undulating route through the Smokies. Gone will be the roller-coaster effect experienced along most mountain roads.

Plans for this first link call for 4,500 feet of corrugated metal pipe (ranging from 18 to 42 inches in diameter), about 1,430 feet of structural plate (ranging from 78 to 96 inches in diameter) and about 250 feet of structural plate pipe arches (ranging from six feet nine inches by four feet eleven inches up to nine feet four inches by six feet three inches).

The Pigeon River job is in Haywood County, part of the Fourteenth Division. Harry E. Buchanan is Commissioner. Division engineer G. G. Page assisted by assistant division engineer C. W. Lee and Construction Engineer R. J. Albert is supervising the work. F. L. Hutchison is resident engineer with assistance from W. H. Tweed, J. G. Engman, J. C. Weaver, V. R. Rhinehart, Jr., Wade McDaniel and W. H. Coward.





Grading and blasting through the Pigeon River gorge is a big job. Note the heavy rock formations. photos—Pete Bourke

Wilson Spells Out Revised Right of Way Regulations

In September, State Right-of-Way Engineer T. B. Wilson called all the highway right-of-way engineers into Raleigh for a one-day conference.

Chief Engineer Rogers met with the group and gave an instructive talk. He outlined the importance of the duties of right-of-way engineers and stressed courtesy to the property owners. He urged them to strive for favorable public relations.

Rogers explained the right-of-way agreement reached in an August conference between Rogers, R. Brookes Peters and Commissioner of Public Roads Francis DuPont in Washington, D. C. The following agreements were reached between the Bureau and the Commission::

1. The State will appropriate for highway purposes a strip of land adequate for present and foreseeable future highway needs. This strip, indicated on the plans by right-of-way lines, will be monumented and posted on the ground.

2. Where present highway needs do not require the removal of all structures within the right-of-way lines, the State will establish and indicate clearance lines on the plans. Within the clearance lines, all encroachments will be removed.

3. Where both of the above propositions are the same, only the right-of-way line will be shown. Where they differ, the right-of-way line and the clearance line will be indicated separately.

4. No future encroachments will be constructed within the right-of-way line except as described in (5) below. This does not apply to temporary wire fences, erected to permit stock to graze on adjoining properties. These temporary wire fences may be allowed within the clearance lines, provided they do not interfere with the use of the right-of-way for highway purposes.

5. Where necessary, temporary use of the right-of-way outside of the clearance line may be permitted under two conditions:

Wide Right-of-Way

A. When a very wide right-of-way is being secured for a future four-lane highway, but only two lanes on one side of the right-of-way are being constructed at this time, it will permissible under an encroachment agreement for the abutting property owner on the side away from the present pavement to make use of some of the excess right-of-way under terms and conditions advised by the State Highway Commission. Such encroachments must be covered by agreements providing that the owners will remove the encroachments at their own cost and expense when requested to do so by the Highway Commission.

B. Agricultural use of the excess right-of-way as specified in A will be permitted.

6. No encroachments other than the three exceptions given in 4 and 5 will be permitted.

7. Federal funds may be used to reimburse the State on the customary ratio for land acquired within the right-of-way lines as well as within the clearance lines. When Federal funds are used to pay for moving items, such items must be moved back of the right-of-way lines. Should any items be moved to location partly or wholly within the area between the right-of-way and clearance lines, no reimbursement may be made for this moving work.

Rogers said, "It is not acceptable to the Bureau of Public Roads for highway rights of way to be used for the servicing of automobiles. Where gasoline pumps are located immediately adjacent to right-of-way lines, it is not permissible to pave a service lane within the right-of-way and pump gas into cars when they are occupying this area. This means that service station operations, proposing to service cars between the road and the pumps, must place the pumps fully 12 feet back of the right-of-way line. All entrances to service stations should be constructed in accordance with minimum entrance standards adopted by the Commission as a safety measure in 1951.

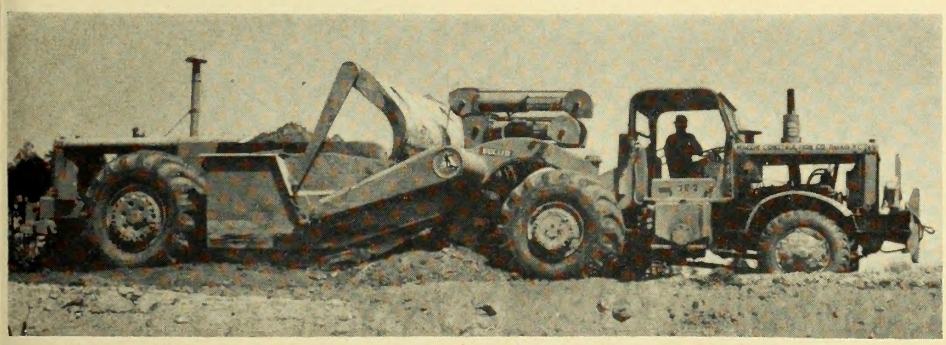
"Ornamental posts and walls for entrances are not to be constructed within the right-of-way line under any condition. Where temporary wire fences are erected within the clearance line to permit stock grazing on adjoining properties and the fences do not interfere with use of the right-of-way for highway purposes, these fences should be erected not closer than five feet to the outside of construction lines.

Wilson told his right-of-way engineers, "To inconvenience the proposed builder as little as possible, I urge you to contact him as soon as possible after there is evidence he plans to build. Two clues that a building is proposed would be the grading of adjoining sites and building materials placed close to the highway."

Entrance Standards

The Commission's 20-page booklet, "Minimum Standards for Entrances to Highways" which is available upon request clearly states the requirements for entrances from service or commercial businesses to the highway. Inside the booklet are eleven easily-understood sketches dealing with the proper location of service stations or commercial establishments adjoining a main-line highway.

The following men attended the right-of-way meeting: L. D. Webb, M. R. Conner, J. G. Gibbs, R. G. Gregory, A. Z. Williams. S. H. Williams, J. G. Lamm, W. R. Davenport, O. T. Green, W. D. Moon, Withers Davis, James M. Easom, C. M. Hartsock, Jr., J. L. Bowman, B. C. Thompson, C. D. Rentz, W. J. Murray, S. J. Smitherman, Paul M. West, D. E. Beach, J. D. Peek, H. F. Arledge. A. E. Snelson, Paul Duncan, G. W. Clayton, Jr., M. E. White, D. F. Worley of the Bureau of Public Roads, Kenneth Wooten, W. H. Webb, and S. H. Shearin, T. C. Johnston and T. S. Craven were attending court in Davidson County and could not attend.



This is an unusual piece of road building equipment. It's a two-motored Euclid pan which weighs about 34 tons empty. When filled, it weighs 61 tons. The pan was being used by Macon Construction Company on a grading job near Walnut Cove.

Surplus Allocated

Governor William B. Umstead allocated $4,755,997.88 to 13 projects and left $300,000 unappropriated from the total highway fund surplus of $5,055,997.88, October 16.

The Governor made the following allocations:

$750,000 as a starter on a bridge across the Croatan Sound which is expected to cost around $3,000,000.

$500,000 for relocating US 1 so as to by-pass Henderson.

$435,000 for a bridge across the Cape Fear River at Tar Heel in Bladen County.

$200,000 to supplement funds for paving US 70 between Raleigh and Durham.

$500,000 as an initial appropriation toward a by-pass of Salisbury on US 29.

$150,000 for the construction of approach roads to the Western Electric Plant in Winston-Salem.

$75,000 to aid in paving streets in Kannapolis, an unincorporated town.

$400,000 for a new bridge over the Catawba River at Rozzel's Ferry in Mecklenburg and Gaston counties.

$450,000 to relocate US 70 through Morganton.

$750,000 for the construction of a viaduct and street on US 19 and 23 through Canton.

$350,000 for extending a road from Fontana to Brock to Johnson's Gap, a total of three miles, in Graham County.

In Mecklenburg County, the Governor allocated $175,000 for renovating and fireproofing two prison camps. He set aside $20,997.88 for equipping new buildings at Woman's Prison.

"I realize fully," the Governor said, "that there are many other worthwhile projects in the State and only wish that I had more funds to allot."

It has been estimated that about $165,000 more would be needed for the Cape Fear bridge at Tar Heel, about $1,000,000 more for the Salisbury by-pass, about $200,000 more for the Rozzel's Ferry bridge and between $200,000 and $300,000 more for the Canton project. More money will probably be needed to complete the Henderson by-pass.

SASHO

(Continued from page 1)

believes the solution lies in the creation of a single city agency to deal with highway matters. He said by-passes were often opposed by businessmen but a recent survey in California and a U. S. Chamber of Commerce report showed that business actually increased and traffic conditions were improved in by-passed areas.

Hal H. Hale, executive secretary of the American Association of State Highway Officials, brought the group up to date on the informal hearings held by the House Committee on Roads last spring. He said the philosphy of relationship between the U. S. Bureau of Public Roads and the state highway departments was basically sound. "I believe Congress will enact new federal legislation in appropriating substantial amounts, in excess of present federal funds." He told the group that SASHO and the parent organization, AASHO, were highly respected by Congress and that their advice would be heeded. Hale said funds must be provided for a highway expansion program or "in its absence, the laws of nature will take over." He thought it possible that the production and use of the auto might be curtailed due to the clogged roads. He said there are now 54 million cars on the highways and the number is increasing by two million each year. He estimated an expenditure of 32 billion dollars is necessary to correct highway deficiencies.



This shot was made of a cutaway section of US 29 between Charlotte and Concord. It clearly shows the subgrade, 14 inches of stabilized aggregate base material, the one inch of bituminous surface treatment and the two inches of plant mix asphalt.

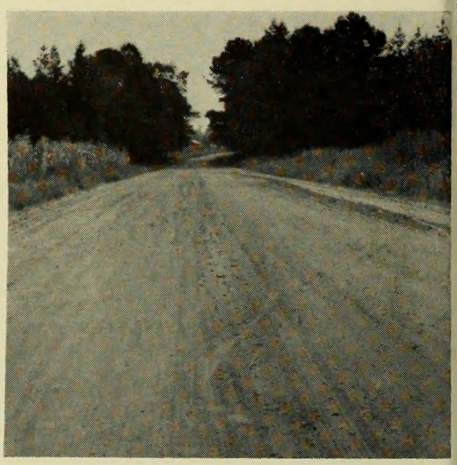
Blythe Brothers had just finished putting the two inch plant mix surface course over the BST.

A. E. Johnson, chief engineer of the Arkansas Highway Department, told of the April hearing in Washington before the Subcommittee on Roads of the U. S. House of Representatives. Before the committee, he said, were items including the proposals of the Governor's Conference for the federal government to relinquish its two cent per gallon gas tax in favor of the States and for curtailment of the activities of the U. S. Bureau of Public Roads. He said there was "not too much support" among those testifying for the tax proposal and that the Bureau of Public Roads was "enthusiastically" endorsed by everyone testifying. Johnson said there was some thinking that a state should be required to adopt regulations governing vehicle weight and size along the lines of a recommended national standard before the state could participate in federal highway funds. Johnson said it would be unfortunate to see this come about but the states have thus far been unable to effect any uniformity in maximum weight and size regulations.

Specialized committee meetings were held Thursday afternoon and Friday morning. In a short Friday afternoon session, W. H. Rogers, Jr., was elected president of the SASHO for the coming year. W. M. Leach, chairman of the Tennessee State Highway Commission, was elected vice-president. B. W. Davis was appointed secretary-treasurer.

Nashville, Tennessee, was chosen as the site for next year's convention.

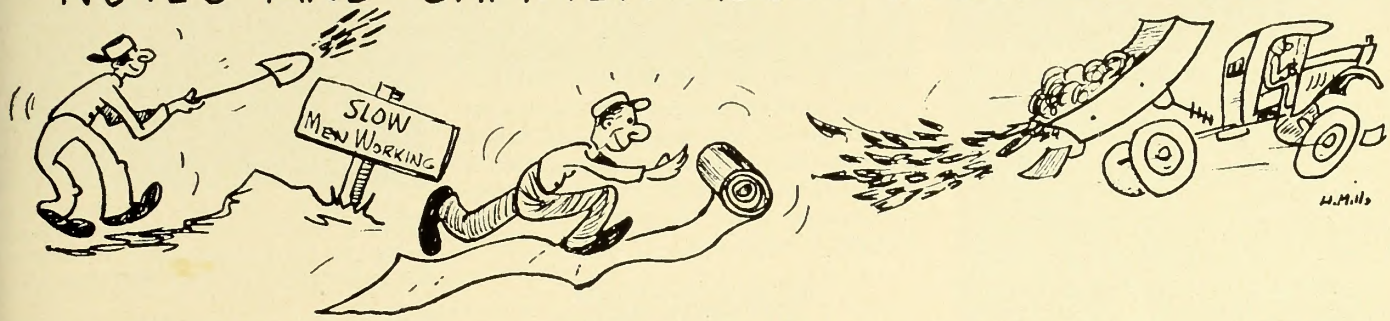
Credit for the success of this year's convention goes to Coordinating Committee Chairman Louis Payne, Bill Rogers, Hotel Reservation and Registration Committee Chairman B. W. Davis and his efficient secretary Mrs. Ethel Jones. Publicity and Advance Information Committee Chairman Robert A. Burch, Transportation Committee chairman James S. Burch plus J. T. Knight, B. S. Connelly, J. Paul DuPre, C. W. Lee, G. G. Page, and R. L. Cox, General Entertainment Committee Chairman Edward Cothran who was responsible for the Friday night banquet and music of "Bubbles" Becker, and the Ladies Entertainment Committee Chairman Mrs. W. M. Corkill plus Mrs. Harriet Gossett. These folks plus their hard-working committees assured the delegates an enjoyable and pleasant stay in Asheville.



This shot of a Wilson County road shows graphically what calcium chloride does to cut dust. The road was treated with calcium chloride 30 days prior to this picture.

TAR WHEELS

NOTES AND CHATTER ABOUT HIGHWAY PEOPLE



HEADQUARTERS

CHAIRMAN *and Mrs. Graham* have a new granddaughter . . . Little Elizabeth Michaux Graham arrived October 7 . . . Her parents, Captain and Mrs. John Graham, are stationed in Germany.

FOUR MEN in the Bridge Department have new additions in their families . . . *Mr. and Mrs. Fred M. Collins* were excited when their twin daughters were born October 20 . . . Victoria Ann and Kimberly Ann Collins weighted five pounds apiece . . The *Landis M. Temples* announce the birth of their second son, Stephen Landis, September 12 . . . *Mr. and Mrs. Howell R. Peele* announce the birth of their second child, a daughter, Ruby Ann, September 28 . . . And the *Charles R. Edgertons* announce the birth of a son, Stephen Allen.

OTHER bridge department news . . . *Louis Hales* has been employed on a part-time basis in the drafting room . . . *Philip Schwartz* is a new draftsman . . . *Emily Brown* and *Adli Allis*, temporary employees in the drafting room, have resumed their work at N. C. State College . . *H. C. Townsend* of the Structure Survey Division and his wife are looking forward to moving into their lovely new home which is being built on Clark Avenue.

BRIDGE *engineer and Mrs. T. B. Gunter, Jr.*, Bridge Construction Engineers *J. J. Powell, J. L. Norris* and wives, *R. F. Nickel*, Bridge Design Engineers *L. C. Dillard* and *R. S. Wicker* and *W. S. Winslow* ably represented the Bridge Department at the SASHO Convention in Asheville.

C. J. BERTHEL was honored by the employees of the bridge drafting room . . . They gave him an engraved tie pin and a lovely luncheon, September 29, at the S&W Cafeteria . . . After 18 years in the drafting room, *Mr. Berthel* retired because of his wife's ill health and moved to Washington, N. C.

HYDROGRAPHIC Engineer *W. S. Winslow* flew to Portland, Oregon, for a committee meeting of the Highway Research Board . . . He spent several days studying first-hand western roads.

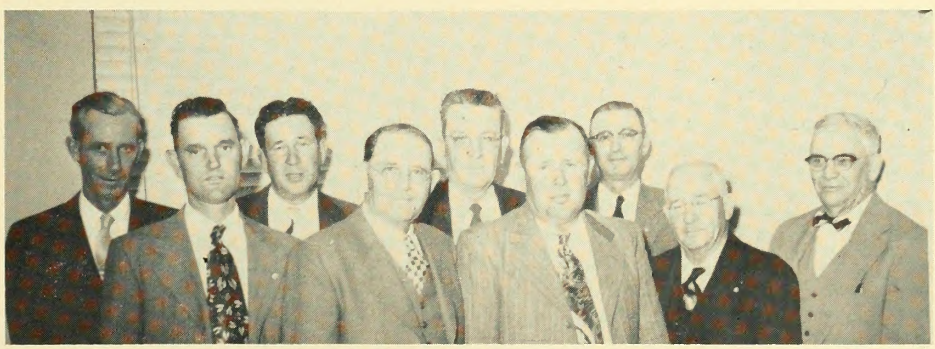
PRETTY *Jane Murphy*, a Location drafting aide, exchanged marriage vows with Paul Campbell, October 2, in Asheville . . . The couple will live in Raleigh.

NEWS from Statistics . . . Traffic recorder *Charles Townsend* was married to Frances Tucker in October . . . They honeymooned in the mountains and are now at home in Raleigh . . . *Robert Messner* resigned and moved to Greenville . . . *Belle Tilley* is back at work after a minor operation . . . *Mrs. Helen Puckett* resigned November 4 . . . The *Marvin Cates* motored to Canada on a sight-seeing trip . . . *Jane and Dan Cameron* spent a week in New Orleans . . . *John and Margaret Honbarrier* spent a week in New York . . . *Mildred Thompson* and *Roy Cooke* are new employees.

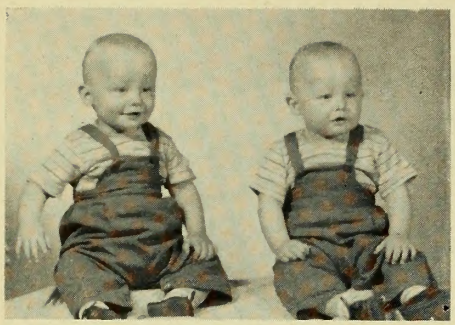
ROADWAY NEWS . . . *S. H. Hall* took a two-week trip to New York and Canada . . . *Waldo Jones* and *Freda Jones* (no kin) are two new employees in the drafting room . . . *Andrew Clement* resigned to go in Service . . . *Wyatt Bell, Harry Epps, George Holland* and *Amos Bullard* have resigned after working during the summer.

OUR SYMPATHY to *Dot Shaw* in the death of her mother . . . And to *Jess Markham* in the death of his brother, Luther.

NEWS from Equipment . . . *Ethel and Fred Jones* are mighty pleased over moving into their brand new home on Graham Street in Cameron Village . . . *J. V. Clifton* spent a week at the Jarvisburg Camp near Nag's Head . . . *Joan Daniels* has been re-employed in the inventory section . . . *Julian Ray* attended the Gourd Festival in Cary this fall; he also returned empty-handed from a recent fishing trip near Nag's Head . . . *Frances Stephenson's* husband, Sam, has been on the sick list . . . *Bob Setzer* passed his 31st working anniversary, September 27 . . . *Dot Shaw*



This picture was made before the ten highway divisions were changed to 14. Bridge Maintenance Engineer C. B. Taylor lined up with his bridge foremen from the old Third Division. From left are J. Victor Wallace, Arthur E. Phelps, R. E. Bridges, John W. Pagan, J. H. Rosser, W. S. Burbage, G. W. Moore, M. D. Savage, and Taylor.



These husky young fellows are the twin grandsons of Division Engineer and Mrs. L. B. Peck of Shelby. Gray and Lewis Peck, III, will soon be two years old.

will marry Jack Stevens, December 5 . . . They'll live in Holly Springs.

NANCY HOWELL is making plans for her wedding to Jim D'Ambrosio, November 20, in the First Baptist Church in Troy . . . Jim is a Navy careerman so the couple will set up housekeeping in Key West, Florida, where he's stationed . . . We'll miss *Nancy;* she worked in the highway personnel office for almost four years.

BONNIE WALL spent a week visiting friends in Indianapolis . . . *Virginia Lyons* spent a recent week-end in Asheboro, mostly on the golflinks . . . *Barbara Sykes* spent a week-end in Washington . . . *Ella Mae Sorrell* took a week's vacation.

HIGHWAY Purchasing News . . . *Olene Ennis* took in Philadelphia, Washington, and Baltimore on a week-vacation . . . *Betsy Penny* has returned to work after the recent birth of her third child and second son . . . *Arthur T. Goodwin, Jr.,* spends his free time and week-ends building a pond on his new farm in the country . . . Most Sunday afternoons, you'll find *Gillam Johnson* motorboating on Gresham Lake.

LUCILLE PITTMANN has returned to work in Accounting after being on leave of absence for several months . . . *Emily Sinsley* and *Cecil Stearns* have both taken a week's vacation.

THE GRAHAM EGERTONS spent a restful week in the Catskill Mountains of New York . . . *T. V. Fahnestock, Pauline Pleasants* and J. *D. Walton* have each taken a week off from duties in the Bituminous Department.

H. K. WITHERSPOON surprised his better half on their 36th wedding anniversary with the gift of a combination radio-clock.

BRIDGE MAINTENANCE News . . . *Becky and Sam Griffin* spent a week-end visiting friends in Winston-Salem . . . *Ralph Carroll* went to Topeka, Kansas, to visit his daughter . . . *C. B. Taylor* took time off to be with his granddaughter and daughter-in-law recently . . . *Charlie Biggs* and his family vacationed on the coast.

MRS. LOVIE KING has replaced *Frances Richardson* in the Prison Department . . . *Frances* resigned to marry Clifford Dickens in November.

DANNY BARNETT, Bridge Design Engineer *A. L. Barnett's* five-year old son, was stricken with polio, October 17 . . . We're all pulling for Danny's quick recovery.

LENA *and Gilbert Morgan* took a late summer vacation at Wrightsville Beach.

IN RIGHT-OF-WAY, *Peggy Taylor* has set the date for her wedding to Pfc. Lewis Poole for December 6 . . . *Hilda Russell's* coastal fishing trip was cut short when her husband broke his leg . . . We hope he's much better now.

DIVISION ONE

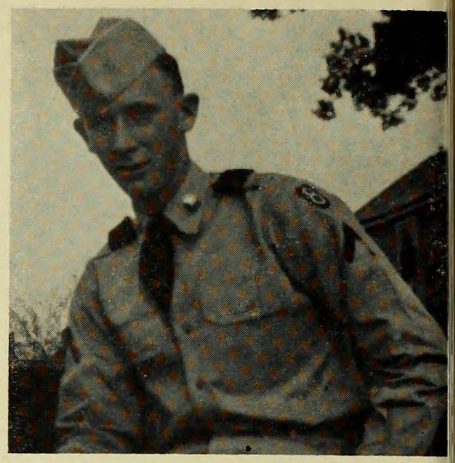
SHIRLEY CALLIS
Division Correspondent

TWO MEN, *W. E. Copeland* and *H. E. Mathias,* are retiring after many useful years with the Commission . . . *Copeland* is retiring after 15 years with Chowan County and then 22 years with the State . . . *Mathias* is retiring after 19 years with Gates County and 22 years with the State . . . We'll miss them both but wish them well in their well-earned leisure.

SEVERAL folks have been sick . . . We certainly are glad to see maintenance supervisor *R. E. Thomas* back at work after an illness . . . Road maintenance supervisor *H. P. King* of the First District was rushed to the Roanoke-Chowan Hospital after a heart attack . . . *Dorothy Gard* recently underwent surgery at the Albemarle Hospital in Elizabeth City . . . We hope *Dot* and *Mr. King* will soon be well and back with us again.



Nancy Gray Gill celebrated her second birthday September 26. Daughter of Mr. and Mrs. Pat Gill of Raleigh, Nancy is the granddaughter of Mrs. Sibyl Smith, district clerk at the New Bern office. Nancy's picture appeared in ROADWAYS when she was only two days old.



Pfc. George Thomas Vaughan was a highway truck driver in Warren County before he entered the Army in January. He is stationed at Fort Benning, Ga.

M. R. CONNER has been transferred from Construction to the Right-of-Way Department in the First Division.

BELATED congratulations to *Lawrence L. Askew* and *Ethel E. Martin* who were married June 20 . . . *Askew* is a highway inspector with the Construction Department at Williamston; his bride is from Milwaukee.

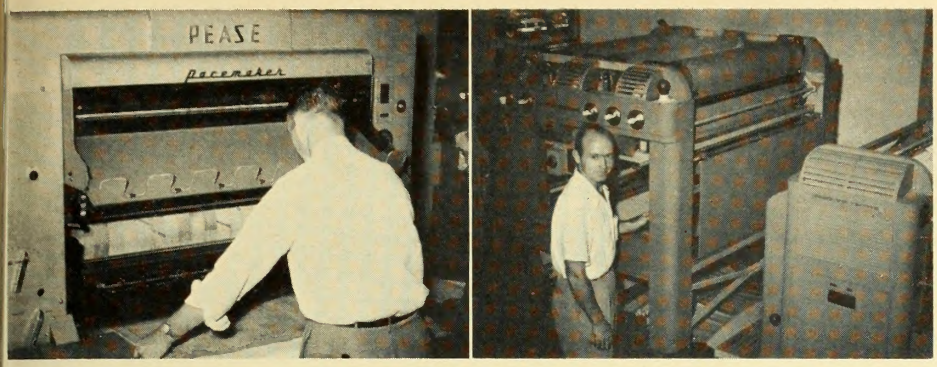
ASSISTANT division engineer *J. D. Miller* is all smiles since the recent birth of a baby boy to his daughter, Mrs. Bob Bryan . . . *Miller's* grandson has been named Kenneth Sherwin Bryan.

MR. AND MRS. *D. L. Cobb* announce the arrival of a new baby, September 9, at the Roanoke-Chowan Hospital.

DIVISION TWO

JASPER L. PHILLIPS
Division Correspondent

VACATIONS . . . *Mr. and Mrs. Rookie Walker* recently took a trip to the Great Smoky Mountains and Mammoth Cave in Kentucky . . . They took the all-day trip through the cave and walked seven miles in seven hours underground . . . They lunched in the famous "Snowball Dining Room" which is 360 feet below the surface of the earth . . . They were two mighty tired folks when they once more saw daylight at five that afternoon . . . They returned home by way of Washington, D. C., where they went through the Smithsonian Institute . . . News of the hurricane cut their vacation short; they rushed home to check the damage . . . Fortunately, there was none . . . The *Wilbur Cowans* and the *Jarvis Waters* took an extended driving tour of western



With the installation of the new blueprinting equipment in the new highway building, the blueprinters were the last of the headquarters crew to move from the old highway building in Raleigh. Paul Pearson, on the left, runs the ammonia machine which develops black and white prints. Shorty Sugg, on the right, is pleased with the new blueprint machine which he operates.

North Carolina, Virginia, West Virginia and Pennsylvania . . . *E. D. Credle* and his wife took in two of the outdoor mountain dramas, "Unto These Hills" and "Horn in the West", on their summer vacation . . . *Anne Askew* while spending a week at Kure Beach witnessed the arrival and departure of Hurricane Barbara . . . *L. C. Bunch, Jr.*, and *J. T. Tyson* took their families on a motor trip through Virginia via the Skyline Drive.

THE FOLLOWING men resigned recently: *E. D. McRoy, R. T. Bonner, F. T. Alligood, C. H. Wallace*, and *Mayhew Smith.*

FOUR MEN were transferred recently: *E. C. Clark* and *W. H. Silverthorne* to Road Oil, *F. H. Cooper* to Construction, and *Jay Roberson* to the Sign Department.

OUR DEEPEST sympathy to the wife and three young sons of *Heber B. Congleton* who died recently . . . A resident of Washington, *Congleton* had been with the Commission for several years.

SEVERAL DISTRICT One employees were happy to receive surprise visits from *J. J. Gilbert* and his family . . . *Mr. Gilbert* was transferred to Plymouth last summer . . . His old friends welcome *Mr. Gilbert* and his family.

WE HOPE *E. M. Woolard* is off the sick list now . . . *E. L. Tripp* is up again after a short sojourn in the hospital.

SIX NEW citizens were born recently in the Second . . . *Mr. and Mrs. C. H. Wallace* of Pantego announce the birth of twins, September 3 . . . *Mr. and Mrs. Charney Clark* announce the birth of a daughter, Sandra Kay, September 16 . . . *W. K. Smith* of the Equipment Department has a new son, Paul Douglas, who was born in August . . . Maintenance supervisor *J. S. White* of Washington has a little granddaughter, Sandra Claire Walker, who was born June 30 . . . *Mrs. Peggy Walker* is her aunt . . . And the *L. M. Durkins* announce the birth of a son, October 2, in Washington.

DIVISION THREE

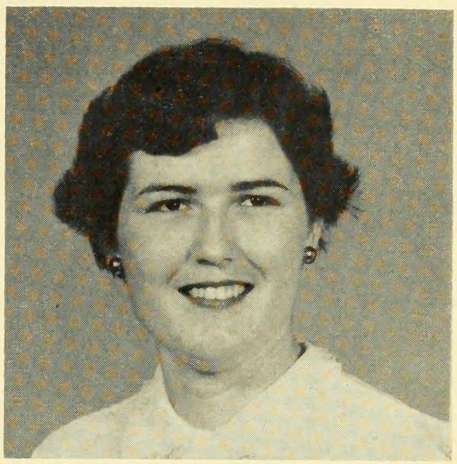
IRENE L. WORLEY
Division Correspondent

THE OFFICE personnel in the Third is now complete . . . Division engineer *C. E. Brown* moved from Fayetteville down to Wilmington . . . Assistant division engineer *R. V. Biberstein* moved over from Burgaw . . . Office engineer *J. O. Wenberg* was with the Commission sometime ago in the Fayetteville office and just couldn't stay away so he's back now in the Wilmington office . . . They're glad to have Jimmie back with them . . . Right-of-Way engineer *A. Z. Williams* has moved his family from Asheboro; they settled down at Carolina Beach . . . One weekend, 35 people visited the Williamses; they should have been warned about moving to the beach . . . *Allen B. Whitfield*, division prison supervisor, came to Wilmington from Greensboro . . . Two native Wilmingtonians, *Mrs. Charlotte M. Wallace* and *Mrs. Irene L. Worley*, are newcomers to the Commission . . . Both are secretaries in the division office . . . *Mrs. Worley* is ROADWAYS' new division correspondent, so send your news items and pictures to her.



This winsome miss is Paula Sue Higgins. Paula Sue celebrated her first birthday, October 3. She is the daughter of Mr. and Mrs. J. P. Higgins. Her father is a gang foreman in Alleghany County.

OVER in the Burgaw office, *Bob Ashworth* replaces *R. V. Biberstein* as district engineer . . . *Mrs. Marie B. Ferrell* is the new district office stenographer.



Dorothy Sprnill, stenographer clerk in the district office at Plymouth, started to work with District Engineer J. J. Gilbert, last July. The district is mighty prond to have Dorothy with them and hopes she will enjoy her work.

After graduation from Roper High School, she attended Coastal Business College in Norfolk for 15 months.

DIVISION FOUR

WADE H. PRIDGEN
Division Correspondent

PERSONNEL changes . . . Welcome to *Hoyt B. Nichols* who returns to the Fourth as division prison supervisor; he replaces *R. G. Lane* who is now back at the Johnston County Prison Camp in Smithfield . . . *J. Frank Martin* is now resident engineer in Rocky Mount; his highway friends certainly do miss his continual teasing and chatter . . . *E. P. Koonce* replaces *T. J. McKim* as division engineer . . . *McKim* who has been on sick leave is now back on the job as Construction Engineer . . . Both *Koonce* and *McKim* are top engineers; their fellow employees wish them well in their new jobs.

CONGRATULATIONS to *W. O. Puckett* who was moved up to road oil foreman, October 1.

THE FOURTH was well-represented at the recent NCSHEA State Convention . . . These folks went to Raleigh for the two-day meeting: *R. W. Dawson, K. G. Andriessen, C. B. Alford, R. W. Moore, Paul Smith, Henry Wiggins, Clatie Abernethy, S. L. King, J. A. Smith, R. G. Abrams, Munn McLean, H. M. King, Ivan Hardesty, Arthur Phelps, J. W. Bridges, F. M. Edgerton, Hoyt B. Nichols, Buddy*

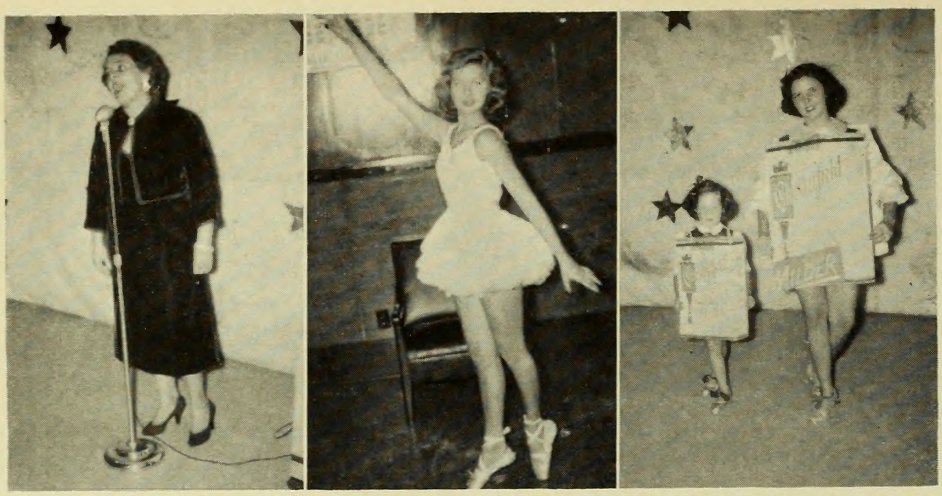
Tar Heel Hosts Provided an Informative, Enjoyabl



for Delegates and Guests of SASHO Convention



—Photos by MARGARET BURK



Mrs. Margaret James sang, Linda Lundy toe-danced, and Jewel and Joy Perkins tap-danced when the members of the Pitt County Chapter of the NCSHEA enjoyed a gala night at "Club Pitt", Friday night, October 9.

The highway garage, touched with a magic wand, was transformed into an extravaganza nightclub for the occasion. All tables were reserved in advance. Pretty girls served the delicious barbecue dinner. Mrs. Ruth Arnold at the piano rendered soothing dinner music for dining and the evening.

Linda Lundy, in a costume made of bright leaf tobacco, added a dash of spice to dinner as she circulated among the guests and gave each a pack of Chesterfield cigarettes. She did a tap solo with W. C. Clark, Jr., auctioneering and selling the "golden weed." Linda also did a ballet.

The Perkins's girls—Joy (Miss Bright Leaf of 1953) and five-year old Jewel—captured the heart of the audience when they tap-danced as king-size and regular size Chesterfields.

Chairman Anne Askew recognized special guests, Otis Banks and Sam Smith of Raleigh. Otis gave highlights of the State Convention. Master of Ceremonies Jasper L. Phillips conducted a quiz show on "Know Your Association." The winners—L. L. Bishop, H. L. Briley, C. W. Yohn, Jr., and Cleavie Haislip—were given real half dollars.

Credit for the wonderful entertainment goes to Chairman Askew, and to Lonnie Buck, Jasper Boyd and C. D. Bass and his committee for the fine food.

Smith, Lee Page and *Mrs. Vernice Benton* . . . *Mrs. Benton* was the week-end guest of the *Earl Crumps* . . . From all reports, the the delegates had a wonderful time at the Convention.

BEST WISHES to the newly-weds . . . *Alma Moore* of the division office became Mrs. Anthony Vazzana, September 5 . . . The *C. F. Williamses* attended the wedding of their nephew, Rudolph Williams, in Marietta, Georgia.

CONDOLENCES to *Mrs. Hoyt B. Nichols, Mrs. Frank Martin,* and *Preston Lane* of Location in the recent deaths of their mothers.

JUNIOR EDITIONS . . . The *Kenneth Gay's* have a new baby boy, Gregory Kent, who was born September 4 . . . The *Willie Pattersons* announce the birth of a son, September 28 . . . *Gay* and *Patterson* are employed in Road Oil . . . The *J. W. Bridges* have a little boy, James Randy, who was born September 8 . . . And to *Mr. and Mrs. Woodrow Grice* on the recent birth of a girl, Shelia Anne . . . Congratulations are also in order for *Grice* who is the new Wilson County Prison Camp superintendent.

IT WAS good to see Highway Personnel Director *Earl Crump* and State Personnel Director John McDevitt when they visited the division office, October 1.

OFFICE engineer *Sam Livesay* of the division office reports good catches on several recent fishing trips.

JOHN POWELL, son of *W. S. Powell,* arrived safely at his overseas destination in Guam . . . John is with the U. S. Navy.

DIVISION FIVE

J. W. JENKINS
Division Correspondent

GRANVILLE COUNTY employees had a safety meeting and brunswick stew at the Maintenance Quarters, September 11 . . . Road Maintenance Supervisor *Roy Beard* and *Cpl. J. E. Rawls* of the Highway Patrol gave informative talks on safety.

PERSON COUNTY maintenance employees also had a brunswick stew supper . . . *Finn Vaughan* did the cooking.

THE FIFTH was ably represented at the recent NCSHEA Convention in Raleigh . . . Maintenance supervisor *Ki Duncan,* Construction man *C. P. Hinna W. D. Moon* of Right-of-Way, *E. A. Slo* of Equipment, Gang foreman *G. Crutcher,* Prison superintendent *J. Barber* and field mechanic *James Lumpkin* were among those who attende

DISTRICT engineer *Merle T. Adki* accompanied *Otis Banks* in September a New England conference of Employ Associations in Maine.

SICK LIST . . . Gang foreman *Wel Frederick* is still in the Sanatorium, b he is improving . . . *G. R. Young,* gas ma with Maintenance, is back at work aft a week's illness . . . *G. H. Harris,* sectio foreman's helper in Warren County, w out a month with a broken arm; ho he'll soon be back on the job.

VACATIONS . . . *C. W. Crissman,* mai tenance supervisor; *L. L. Lawrence,* floa ing gang foreman, and *Beaty Belto* camp superintendent, recently enjoye three days of fishing at Topsail Beac . . . *Ruth Mangum,* secretary in Right-o Way, took a week's vacation . . . Warre County prison camp superintendent *R. Dickerson* took his wife on a wonderf ten-day trip to Florida . . . They visite St. Augustine and Orlando on the wa down to Miami . . . They went to Silve Springs and then back up the west coas to Tampa and on home . . . Yard forema *D. A. Grissom* took his wife and daughte Mary Elizabeth, on a four-day trip t Virginia, West Virginia and Frankfor Kentucky . . . They toured the Amhers and the Calumet thoroughbred hors farms, the Old Taylor's Distillery a Frankfort, the home of Stephen Foste (author of "My Old Kentucky Home" near Bardstown, Lincoln's boyhood hom at Knok Creek and Mammoth Cave . . They dove back by way of Nashville Chattanooga and Rock City . . . Granvill County employees who have recently bee on vacation include: *L. W. Clay, Alto Ellington, Bruce Hochaday, W. A. Laws J. J. Roberson, R. G. Williams, W. R Rutledge* and *H. S. Whitt.*

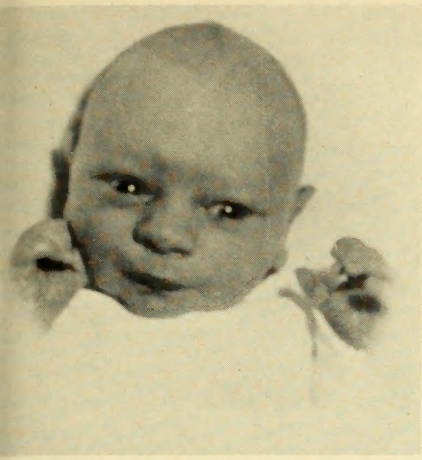
A FISH POND has just been completed at the Granville County prison camp . . Highway employees plan to catch som big fish in the future.

DIVISION SIX

CLARA MORAN
Division Correspondent

MR. AND MRS. *Roy McKeithan* are regular attendants of all the Duke home games . . . Their son, Nicky, plays on the Duke team . . . *Mr. McKeithan* is maintenance supervisor of Robeson County.

TWO Construction employees, *Asier Simmons* and *Charles Herring,* of Lumberton have enrolled at Presbyterian Junior



Henry Garrison Hamilton, Jr., grandson of Mr. and Mrs. Hiram Hamilton, was only a day and a half old when this picture was made. His grandfather has been doing a good job for the Bridge Maintenance Department in Charlotte for many years.

ollege . . . They're taking related engineering courses at night school.

COMMISSIONER *Hasty*, Division Engineer *Whitfield*, and District Engineers *Green* and *Wilson* recently went out fishing from Morehead City . . . They had good luck and brought back plenty of King Mackeral.

THE DIVISION shop has a new temporary secretary . . . *Mrs. Pat West* went to work with the Commission in September . . . *Pat* hails from Brooklyn, but her fellow employees hope she likes it "down South".

THEY'RE mighty glad to have *Mrs. Ruth McLeod*, secretary in the division shop, back at work . . . *Ruth* was on sick leave for several weeks.

RAY THORNE, Construction employee in the Fayetteville office, has resigned to resume his studies in Civil Engineering at State College.

SUPERVISORY foreman *R. M. Prevatt* of Lumberton attended the World Series . . . *Dick* was "Yankee" all the way!

VACATIONS . . . Truck driver *J. B. Clark* and his family visited relatives in Georgia . . . Maintenance supervisor and *Mrs. L. D. Hubbard* of Fayetteville vacationed in the mountains of North Carolina and Tennessee; they also visited relatives in Boone, Greensboro and Winston-Salem . . . The following Road Oil employees spent a September week-end fishing at Kure's Beach: *W. L. White, T. G. Faircloth, S. R. Royal, C. C. Parker,* and *R. T. West* . . . They didn't catch many fish due to the inclement weather.

CONGRATULATIONS to the proud parents! . . . The *G. T. Johnsons* of Lillington announce the birth of a daughter, Jackie Ann, October 5 . . . *Mr. Johnson* is a Maintenance employee in Harnett County . . . The *H. G. Monroes* of Maxton announce the birth of a son, August 28 . . . *Mr. Monroe* is a section foreman in Robeson County.

GET WELL WISHES to *Jodie Edwards*, Patch Foreman of Lumberton, who has been in the hospital but is now recuperating at home . . . To *P. W. Byrd*, Gang Foreman in Harnett, who has been out sick . . . And to Bridge Maintenance man *Elery Prevatte* who was hospitalized from an automobile wreck while he was enroute home from work . . . *Mr. Prevatte* is convalescing at home.

GANG FOREMAN *W. M. Collins* of Lillington returned to work in September after having been out sick several months.

SYMPATHY is extended *R. N. Weaver*, maintenance supervisor in Harnett County, in the recent death of his father.

IN SEPTEMBER, clearing and grading were started on the southern end of the Whiteville by-pass.

O. L. OWEN and his party—*Joe Todd Buie, Paul Weeks, J. W. Herring*, and *Milton Worthington*—have recently moved from Clinton to Whiteville.

B. B. DEVANE, operator of the Tar Heel Ferry in Bladen County, is still out of work due to an on-the-job injury in July.

SECTION foreman *W. S. Formy Duval* of Columbus County returned to work in September after a month's sick leave due to a back injury.

MR. AND MRS. *Paul Weeks* announce the birth of a son, September 18 . . . The *J. W. Herrings* announce the birth of a daughter, September 28 . . . *Mr. Weeks* and *Mr. Herring* are with Construction in Whiteville.

DIVISION SEVEN

J. W. JENKINS
Division Correspondent

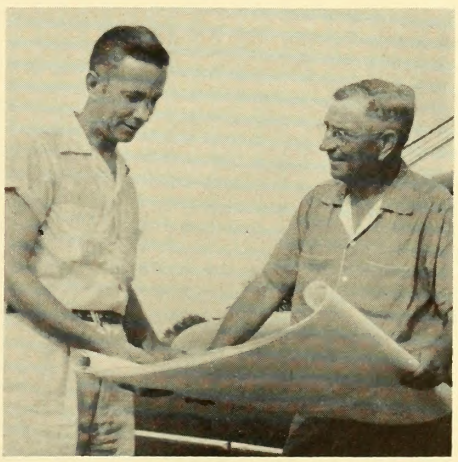
SEVERAL folks went down to Raleigh for the State Convention of NCSHEA . . . Division engineer *T. A. Burton, J. M. Barnes, W. W. White, K. R. Scott, Paul Mitchell, H. G. Goodwin, D. R. Talbott*, Gang foreman *James C. Bryant*, and Caswell County Camp superintendent *J .A. Wrenn* were among those representing the Seventh . . . We're mighty proud of *Mr. Burton* who did a fine job of introducing the main speaker, Lt.-Gov. Luther Hodges . . . This year's Convention was one of the best; it was well-attended and enjoyed by all.

EMPLOYEE CHANGES . . . As division right-of-way engineer, *C. M. Hartsock, Jr.*, has moved his headquarters from Durham to Greensboro . . . Junior right-of-way engineer *Jack Bowman* of Graham is working with *Mr. Hartsock* . . . Both men will make their homes in Greensboro . . . *J. M. Barnes*, division prison supervisor of the old Fifth, has been reinstated; he's prison supervisor of the new Seventh, with headquarters in Greensboro . . . He replaces *D. B. Paris*.

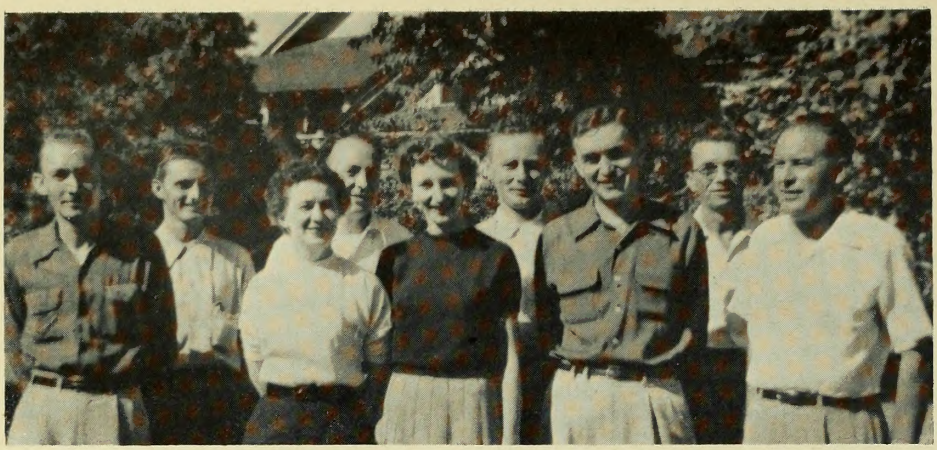
IT'S A TREAT to see Alamance County road maintenance supervisor *C. E. McLeod* and *Porter G. Smith*, a temporary man in Caswell County, both back on the job . . . *McLeod* had a minor operation on his foot . . . *Smith* was ill in the Memorial Hospital in Danville, Virginia.

A SPEEDY recovery is wished Orange County road maintenance supervisor *C. I. Walters'* mother-in-law . . . She was injured in an automobile accident.

VACATIONING families . . . The *William B. Whitty's* of Caswell County spent some time in the mountains of western North Carolina . . . The *Edward Rowlands* spent a week-end at Myrtle Beach . . . The *J. B. Taylors* and their son, Jerry, recently spent a week-end in New Bern visiting Mrs. Taylor's brother . . . *J. T. Martin* of Construction took his family to Morehead City for a few days . . . The *Bryant E. Brewers* relaxed at Carolina Beach for a few days . . . *Edgar Terrell* and his family spent a week at Myrtle Beach . . . Motor grader operator *Jack Workman* of Orange County and his two daughters spent a week visiting relatives in Knoxville and Nashville, Tennessee . . . *Owen L.Satterfield* took his family to visit relatives in West Virginia over the Labor Day weekend . . . The *P. L. Welches* and their daughter, Caroline, spent a week in August at Wrightsville Beach . . . The *W. W. Whites* spent several days vacationing at Asheville, the Skyline Drive and Oak Ridge, Tennessee . . . The *Bill Pringles* and their daughter, Penny, spent several days at Myrtle Beach . . . The *H. C. Easley's* and the *R. S. Thomases* made a trip to Fontana and Cherokee . . . And the *J. L. McPhersons* and son, Donnie, while touring the western part of the State saw "Horn in the West".



Charles Edgerton and his father, F. M. Edgerton, discuss the size of a drainage area to be installed in upper Nash County. Charles has been with the Commission for three years while his father has 31 years to his credit.



The office personnel of the Fourteenth Division line up in the yard of the McKee residence which is being used temporarily as division headquarters. Front row, from left are J. M. Worley, assistant road oil supervisor; Mrs. Edith O. Sutton and Mrs. Doris M. Higdon, stenographers; C. W. Lee, assistant division engineer; and G. G. Page, division engineer.

Second row, from left, are: M. E. White, right-of-way engineer; C. J. Beck, office engineer; G. W. Clayton, right-of-way engineer; and W. T. Madden, road maintenance supervisor.

Division prison supervisor B. H. Freeman, Division equipment superintendent Boyd Hamilton, and Road oil supervisor D. E. Hyatt were not present when the picture was made.

WELCOME to *J. O. Lambeth* of Thomasville who is now employed in the division office.

MR. AND MRS. *Dewey Massey* announce the arrival of a baby girl, August 1 . . . *Massey* is an Alamance County foreman.

NUPTIAL NEWS . . . *J. D. Gwynn, Jr.*, son of Gang foreman *J. D. Gwynn* of Caswell County, was married to June Poteat in the Yanceyville Methodist Church, August 28 . . . *Carl Webster*, highway inspector with Construction, was married August 7, to Margaret Harden . . . Carl's bride has taught in the Graham public schools for several years . . . They honeymooned at Myrtle Beach . . . They are at home at 109 East Harden Street in Graham.

SUPERVISORY foreman *Charles E. Murphy* and tractor-trailer operator *Calvin O. Stowe* of Caswell County have been seen sporting shiny new cars.

OUR SYMPATHY to *Leslie J. Whitt* and *James R. Whitt* in the death of their mother and grandmother respectively . . . To *K. R. Scott* in the death of his father-in-law . . . And to *Dewey E. Stephens* in the death of his mother-in-law.

DIVISION EIGHT

EDWARD C. DARDEN
Division Correspondent

PERSONNEL CHANGES . . . The Sign Department has two new employees: *Gray Sewell* and *John William Priest* . . . *Sewell* transferred from Fayetteville; *Priest* from Maintenance . . . *Thomas S. Craven* was transferred to the Claim Department in Asheboro as an assistant to *T. C. Johnston;* he replaces *A. Z. Williams* who was moved to the new Third division office at Wilmington . . . Four Construction men: *R. G. Shepherd, John Birdsall, W. O. Flinchum* and *Roy L. Gates* have been transferred to the Location Department . . . And *J. W. Black* who was Richmond County prison camp superintendent has been transferred to the Tenth Division at Monroe.

THE W. W. KENTS of Sanford are mighty proud of their new son, Terry, who was born August 31 . . . *Kent* is an engineering aide in Construction.

PARTS CLERK *H. R. James* was the lucky man who attended the recent World Series games.

THE ROBERT AUSLEY'S announce the birth of a seven-pound boy, October 1 . . . *Ausley* is a parts clerk in Equipment.

DISTRICT engineer *John G. Hall* of Asheboro has moved his family to a new residence on South Fayetteville Street.

MECHANIC *T. R. Trodgon* resigned in August . . . *H. C. Marley* replaces *P. C. Pickett*, parts clerk in the division shop, who resigned September 1.

WELCOME back to *A. J. Hughes*, our fine assistant division engineer . . . He had been out sick for the past four months.

ROAD OIL man *A. W. Maddox* of Lee County has been drafted into the Army.

TIME OFF . . . *W. P. Tatum*, mechanic foreman, and his wife spent two weeks touring the New England States and the midwest . . . Mechanic *T. M. Williams* and his wife spent their time-off fishing on the coast . . . Truck driver *A. J. Hurley* and his wife vacationed in Asheville and attended the Indian Fair at Cherokee . . . Parts clerk *H. C. Marley* and his wife spent a week in Florida.

DIVISION NINE

R. B. FITZGERALD
Division Correspondent

O. K. STEPHENS has recovered from a virus infection . . . It's good to see him back tending to his signs and curbing . . . *C. S. Linville* was confined to his home for several weeks . . . His highway friends hope to see him back at work soon.

C. O. (DUTCH) *Benfield*, genial division prison supervisor of the old Eighth, is now looking after the prison camps in the new Ninth.

BETTY JEAN WILES of Yadkin County was recently employed as a stenographer-clerk in the division office . . . They are very glad to have "*Miss Betty*" in the highway family and hope she'll stay with them a long time.

O. D. RENTZ, a long-time and valued Construction employee, has been transferred to the Right-of-Way Department.

MR. AND MRS. *J. A. Cutrell* entertained a crowd of folks at their home in September . . . Chicken stew, with all the trimmings, was served . . . Among the platter-cleaners were the *W. F. Ray's*, the *T. C. Hailey's*, the *J. E. Leftwiches*, the *A. L. Myerses*, the *L. B. Myerses*, the *B. C. Peaks*, the *Rothrocks*, the *S. O. Tally's*, the *G. C. Walterses* and *J. R. Sharpe*.

DIVISION TEN

CHARLES R. SMITH
Division Correspondent

DELEGATES to the State Convention of the NCSHEA in Raleigh report it was a harmonious session . . . *Bob Brown* of Charlotte was elected second vice-president.

BEST WISHES to *T. O. Johnston* of Maintenance in Charlotte who recently retired . . . Now he will be able to find time for his hobbies.

TWO NEW FACES . . . *Mr. and Mrs. Lee Ponds* announce the birth of a daughter, Sandra Jane, July 21; the *Paul D. Hildreths, a son*, Paul Junior Hildreth, August 21.

J. B. PRIDGEN, his wife and their sons, spent a week in Ocala, Florida, visiting their daughter, granddaughter and grand-

on . . . They had a wonderful time . . . t seemed like going home to *Pridgen* ince he spent much of his early man-ood in railroad engineering work in 'lorida . . . Cottonmouth and alligators re nothing new to him.

P. L. ALLEN, *Preston Hanna* and *W. M. 'rowder* spent a September week-end at Myrtle Beach, Little River and other shing spots on the coast . . . The fishing 'asn't much, but they had a good time . . It was a welcome diversion for them.

THE T. F. ROYALS were guests of the *Ioyle Tuckers* at their beach cottage in Garden City, South Carolina . . . Tom aid they did nothing but sleep and eat ost of the week . . . He sure look rested 'hen he returned to the daily grind.

R. L. LOWERY and *V. S. Godwin* took everal days off and visited many histor-cal spots in the northeastern part of the tate . . . They saw "The Lost Colony" on Roanoke Island.

MR. AND MRS. *Hiram Hamilton* (he's n the Bridge Department) are the proud randparents of a baby boy.

A FISH FRY, with all the "trimmings", vas held at the Huntersville Camp, Sep-ember 11 . . . It was greatly enjoyed by ll the men and their wives . . . Special uests were *Mr. and Mrs. M. E. Beatty, I. M. Burgin,* and *Mr. and Mrs. Jones.*

ROY GARRISON of the Construction Department in Charlotte recently resign-d to enter private business . . . His many riends wish him a successful future.

F. B. RANSON reports a restful vaca-ion in Florida.

THREE MEN have recovered from re-ent illnesses and are welcomed back on he job: *Jim Sellars* of Construction, Guard *Fred Stewart,* and *Glenn Eargle* of Maintenance.

A. P. PELT of Construction took his vife to Morehead City for a vacation.

HIGHWAY patrolman Willis Rayvon Austin was married September 20, to Mary Frances Neal . . . Austin is station-d at Wadesboro.

DIVISION ELEVEN

CORA LEE McLEAN
Division Correspondent

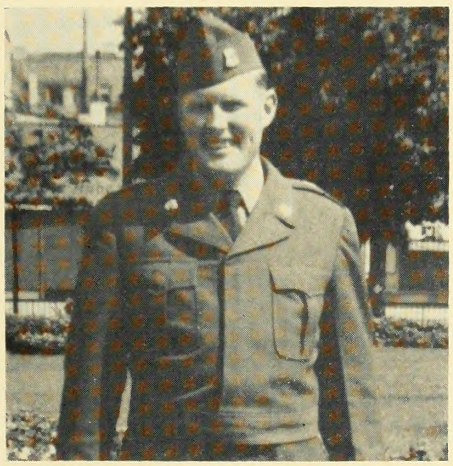
AMONG the delegates from the Eleventh who attended the State Con-vention of the NCSHEA were *James Atwell, R. E. Richardson, L. R. Kiger, D. N. Burge,* and *A. F. Shore.*

COMMISSIONER and *Mrs. Winkler,* the *Tim Councills, J. E. Doughton,* and *Carl Y. Lewis* attended the convention of the Southeastern Association of State High-way Officials in Asheville.

BEST WISHES to *T. W. Snow* who retired July 1 after 26 years service to his credit . . . He was recently hospital-ized, but he's convalescing at home now.

BIRTHDAY wishes to these men, with the date, who will celebrate birthdays in November: *D. E. Baldwin,* 30th; *W. R. Billings,* tenth; *H. E. Jones,* first; *J. J. Dunbar,* eighth; *V. H. Blevins,* 14th; *J. D. Jarvis,* twelfth; *L. B. Walsh,* eighth; *J. L. Hudspeth,* third; *B. G. Sizemore,* 28th; *Ross Jones,* 24th; *Therm C. Wise,* eighth; *Max T. Austin,* 23rd; *Edward F. Baird,* third; *Ralph L. Baird,* eighth; and *Ellis P. Bolick,* 14th.

THESE men, with the date, will cele-brate birthdays in December: *Mack C. Absher,* seventh; *Robert Bumgarner,* 25th; *Lester Correll,* 19th; *M. T. Cuthbert-son,* 16th; *John G. Freeman,* sixth; *J. A. McLean,* 30th; *James H. Taylor* and *Don Wiseman,* 20th; *W. A. Moser,* 14th; *L. F. Whitaker,* 29th; *R. G. White,* 15th; *O. J. Felts,* 25th; and *W. C. Hall,* 19th.



Pfc. Philip L. Lynch was a truck driver with the Maintenance Department in Warren County before he was called in service last February. His father, J. B. Lynch, is employed with the Prison Department.

Philip got his basic Army training at Fort Dix, New Jersey. He's now with the Field Artillery in Germany.

SYMPATHY is extended the family of *J. E. Mosteller* who passed away August 7 . . . *Mr. Mosteller* was a retired section foreman who had worked 24 years with Maintenance.

VACATIONS . . . District engineer *C. G. Ashby* took his family to Morehead for a week's vacation . . . Stenographer *Ruth Potter* and her husband spent four days visiting Mr. Potter's parents in Unicoi, Tennessee . . . Right-of-Way engineer *Paul West* is back from a few days visit with his mother in Alabama . . . *"Pete" Justus* took off for his annual Florida fishing trip.

FRANK HAGAMAN has returned to work with Construction in North Wilkes-boro . . . They're mighty glad to have him back.

GANG FOREMAN *Hilton T. Vestal* re-signed September 30, to accept other employment.

SHOVEL operator *William J. Coffey* of Caldwell County lost his home in a fire . . . *Mr. Coffey,* father of three children, appreciates the donations of his friends in his time of misfortune.

GET WELL Wishes to District Mechanic *J. T. Blackwood* who was in-jured in a fall from a ladder at his home in August . . . To *J. B. Williams* and *W. S. Reynolds* who have been out of work due to illness . . . And to *O. M. Shinault* who is recuperating from a recent sickness.

DIVISION TWELVE

JEAN CLINE
Division Correspondent

CONGRATULATIONS to *Mr. and Mrs. Buford Wellmon* who celebrated their twentieth wedding anniversary, Septem-ber 29 . . . *Buford* also passed another milestone in his life—his eighth year with the Commission.

PERSONNEL MOVES . . . *T. M. Austell* of Construction has been promoted to maintenance supervisor and transferred from the Twelfth to the Fourteenth Divi-sion . . . He's now located at the district office in Hendersonville . . . Three other men, *Allen Gray, Jr. Tom Dycus,* and *Roy Grigg,* have been moved from Con-struction in the Twelfth to the Fourteenth . . . They are located at Franklin . . . *Gene White* has been promoted to Junior Right-of-Way Engineer and moved from Shelby to Sylva . . . *Joe Davis* of Construc-tion has been transferred to the Location Department . . . The best of luck to each in his new position!

AMONG the folks who went down from the Twelfth to Raleigh as delegates to the recent State Convention of NCSHEA were *Marion Davis, H. H. Weaver, Erwin Noggle, Paul Sain, L. B. Peck, P. J. Corpening* and *L. D. Gaither.*

THE STORK recently delivered a daughter to *Mr. and Mrs. S. H. Speaks* of Statesville . . . And a son to the *Y. T. Martins* and the *D. G. Hollands* of Catawba County.

THE AUGUST hearing on division road matters was held in Taylorsville . . . Several delegations appeared during the morning and before the adjournment at noon.

SICK LIST . . . It's fine to see *W. D. Williams,* maintenance employee in Alex-ander County, back on the job following an extended illness . . . Foreman *A. J. Mills* of Catawba County was out sick for several days . . . *Fred Lee Moore* of Iredell County had the misfortune to be bitten by a black widow spider . . . As a

result, he spent some time in a Mooresville hospital . . . Guard *William Rochester* of the Cleveland County Prison Camp is improving after being hit by a truck.

TIME OUT . . . District engineer *P. D. Miller* joined a group of friends in September for a few days fishing trip near Morehead City . . . Key foreman *I. B. Curlee* of Catawba County took his family on a vacation trip to Cherokee and the Indian Fair . . . *T. C. Walker* of Iredell County, accompanied by his family, made a late vacation visit in Texas and other states; he chalked up several thousand miles in two weeks . . . Iredell County Prison Camp Superintendent *W. D. Shannon* took his wife to New York to visit relatives during their vacation . . . *Bill Andrews* of the Shelby Construction Department is back from a vacation jaunt to Florida . . . Resident engineer *W. A. McNeill and Mrs. McNeill* spent a few days in Americus, Georgia, in September . . . *Carl Allen* of Equipment made a fishing trip in October . . . District engineers *H. H. Weaver* and *W. W. Wyke* enjoyed a fishing trip with Jay Summerel at Morehead City . . . These three men plus *J. I. Church* and *P. D. Miller* spent Labor Day week-end at *P. J. Corpening's* cottage at Lake Luke.

MACK POSTON, JR., is a new Equipment employee at Shelby.

RALPH HORD was recently promoted from the Construction Department to Materials Inspector for the Twelfth.

MRS. JOHN FALLS and *Mrs. Willie Runyans* are well again after a short hospital stay . . . *John* and *Willie* are in Construction.

SYMPATHY is extended *C. R. Rankin* of Troutman in the recent death of his mother.

G. G. BESS of Construction has recently moved into his new home in Shelby.



Lee E. Simpson of Summerfield, machine operator in District Two, Division Seven, was the attractive "bride" of C. M. Doggett in a "womanless wedding" recently given at the Summerfield High School.



Mr. and Mrs. Edwin T. Gupton are newly-weds. Gupton is a machine operator in Warren County. His bride is the former Dorothy Allen of Warrenton.

THE TWELFTH was well-represented at the recent SASHO Convention in Asheville by *Mr. and Mrs. L. B. Peck, Mr. and Mrs. H. H. Weaver*, Construction Engineer *R. J. Albert*, Resident engineers *W. A. McNeill* and *D. L. Rink*, and District Engineer *P. D. Miller*.

DIVISION FOURTEEN

C. J. BECK
Division Correspondent

A HEARTY welcome is extended *C. W. Lee*, assistant division engineer, who has just returned from active duty with the Navy . . . *Lee* spent part of his overseas duty in Korea.

RESIDENT engineer *F. K. Westwood* recently attended a meeting of the Employees Associations of the New England States in Maine . . . Only North Carolina and three other states were asked to send delegates to this meeting.

IT'S GOOD to see *Earl Smart* back with Maintenance . . . He worked with Road Oil for a while.

ALL OF "HUTCH'S" party in Waynesville join in spreading the welcome mat for *J. C. Weaver* who has returned from a two-year Army stint in Germany . . . *Weaver* has transferred from Location to Construction.

THE FOURTEENTH sent a representative group to the State Convention of the NCSHEA in Raleigh—*F. K. Westwood* of Brevard, *Paul J. DuPre* of Hendersonville, *George Byrd* of Franklin, *G. G. Page* and *Jack Beck* of Sylva, and *Harry E. Buchanan* of Hendersonville.

SCHOOL DAYS . . . The Waynesville office said farewell to *Jerry Rathbone* who resigned in September to enter Western Carolina College . . . Highway inspector *W. L. Jones* of Waynesville is proud of his son, W. A. Jones, who graduated with a major in business administration fro Western Carolina College, in August.

THREE MEN, *Tom Dycas, Roy Grig and Allen Gray*, have transferred from t Twelfth to Construction in the Fourteent at Franklin.

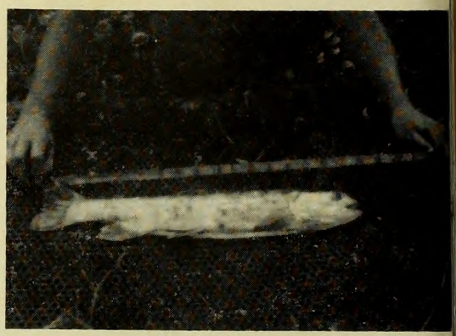
DISTRICT *engineer and Mrs. E. Curtis* are thankful to have their so Cpl. Robert Lee Curtis, home again . . Bobby served two years with the Fir Marines . . . He spent seven months i Korea and was wounded on Bunker Hi . . . Bobby expects to return to colleg after Christmas.

CONGRATULATIONS to *Mr. and Mr Dewey A. Elliott* on the birth of daughter, Lillian Joyce, August 16; *M Elliott* works with Construction at Fran lin . . . To the *W. H. Cowards* of Wayne ville on the birth of a baby girl . . . T *Mr. and Mrs. Howard Whitmire* on th birth of a six and one half pound so Donald Ellis, August 16; *Mr. Whitmir* is a foreman in Transylvania County . . To the *W. P. McGaha's* on the birth c their fourth daughter, Marguerite; *"Dubs McGaha* is employed in Brevard . . . An to *Mr. and Mrs. Albert Ramsey, Jr.*, o the birth of a red-headed daughter, Rebe ca Ann, August 26 . . . Mrs. Ramsey i the youngest daughter of the *Joe F Setsers* of Franklin; *Mr. Setser* is a supe visor.

A SPEEDY recovery is wished *Elme K. Johnson*, a Macon County employee who was hospitalized for an operation.

IN SEPTEMBER, *T. M. Austell* wa transferred from Construction in Shelb to a maintenance supervisor in the Hen dersonville office.

HIS HIGHWAY friends are glad to se *Frank Capps*, a former employee, up an around again . . . *Frank* broke his le while working with the Taylor Construc tion Company in Washington.



This 20-inch Rainbow Trout, native to North Carolina, is one of the largest rainbow trout that P. R. Raxter, W. V. Ledford, and S. F. Davidson of Brevard have ever seen. While running center line, they crossed a mountain stream and encountered this beauty. It was not taken of a No. 18 test line, but with a No. 10-A stone. This fish was killed in self-defense as it was trying to bite the rear chainman.

ROAD WORK ON OUTER BANKS REVIEWED

Highway Chairman Graham and Commissioner Emmett Winslow of the First Highway Division recently gave an accounting of the Commission's efforts to provide a paved road on the Outer Banks.

They cited the $896,000 the State had spent during the past six years in grading and paving 55 miles down the Outer Banks.

They reported the road from Manteo down the Outer Banks to Hatteras is now open to traffic throughout its entire length. The road, one long-desired by the local residents, is an important addition to the State coastal highway system. It has an 18-foot pavement and five-foot shoulders. Heavy rains and ocean water often wash over it and thus caused the delay in completing it.

The cost of grading and paving the first link, a 17-mile stretch from Avon to Hatteras, totaled $319,040. Work started on the grading in 1947, but the paving was not completed till 1948.

The next section was built from Avon to Rodanthe, a distance of 17.8 miles. Grading work started in August, 1950. Before surfacing, State forces dug up the base which had been damaged by sea water and worked out the naphta in the road. The road was surfaced with sand bituminous materials in 1952. The total cost of this 17.8 mile link was $217,475.65.

In January, 1952, bids were taken on building 12.34 miles from Rodanthe to Oregon Inlet. Work started a month later on the grading. The paving was completed in September, 1953. Total cost of this segment is estimated at $191,838.

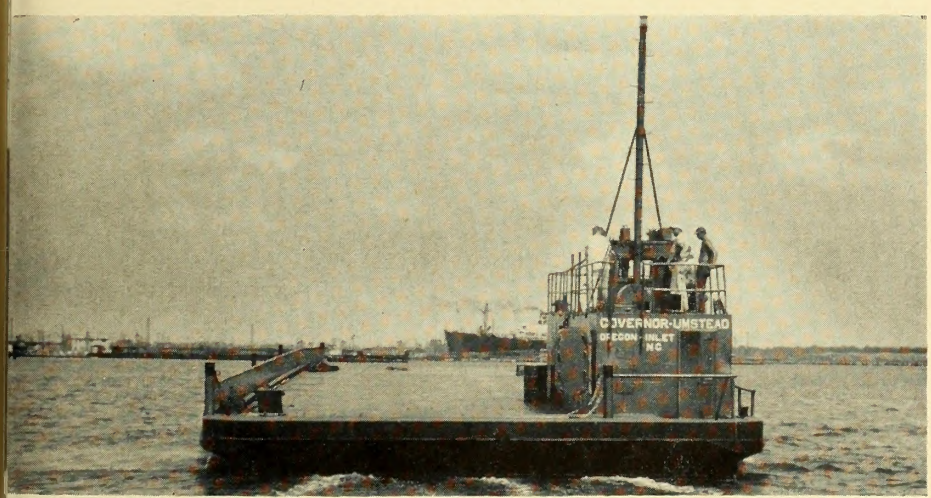
The contract for work on a 2.23 mile extension of the road through Cape Hatteras State Park from the main highway to Cape Hatteras was awarded August, 1952. Work was started last February. Although not fully complete, the project will cost an estimated $38,736.50.

In preparation for using the new Oregon Inlet ferry, "The Governor Umstead," bids were taken last May for grading a ferry landing basin on the south side of Oregon Inlet. The work was completed last July 12 at a cost of $13,790. In August, "The Governor Umstead", a converted Navy landing craft with a 22-car capacity, was put into service.

A ferry basin slip on the north side of Orgeon Inlet previously was constructed in 1951 at a cost of $20,850.

The Whalebone Junction-Oregon Inlet road project was submitted to contractors in March, 1951. Grading work got underway the next month, but the road bed had to be dug up and reworked before it could be surfaced this year. The surfacing was completed this fall at an estimated cost of $94,218.33.

Division Engineer W. M. Spruill, Assistant Division Engineer J. D. Miller and Resident Engineer E. H. Baggs of Manteo have done a good job of supervising the construction of this 55-mile road on the Outer Banks.



"The Governor Umstead", a converted Navy landing craft which was put in operation in August, plies the waters of the Oregon Inlet. It carries 22 cars and has partially relieved the inadequacy of the State's ferry service at the Inlet. From November 1, 1953, through March 15, 1954, the Oregon Inlet ferries ("The Governor Umstead" plus the "New Inlet" and the "Barcelona") will make eight round trips from 7:00 A.M. through 4:20 P.M. Gross load limit for "The Governor Umstead" is 18 tons while the two smaller boats can carry only eight tons apiece. It takes about 20 minutes to cross the Inlet.

Roadside Comment

The Winston-Salem Journal claims, "The State of North Carolina is spending millions upon millions of dollars to modernize its highway system. Yet the State is doing little or nothing to protect its new multi-million dollar roads from unsightly and dangerous road-side developments." The editorial cites a major highway in the Piedmont where the entire roadside is "springing up with a lush growth of filling stations, motels, restaurants and other commercial establishments which hope to attract the passing motorists." The motorist sees not the rolling Tar Heel farm land but an endless succession of billboards and businesses. "Having to look at these blots upon the landscape is bad enough. But even worse is the hazard they create. Billboards can, and do, block vision. . . . That means that every roadside business causes cars to leave and enter the highway, and every such point presents a hazard. Where roadside development is uncontrolled, the motorist must keep a close watch on cars entering and leaving the highway as well as those on the highway.

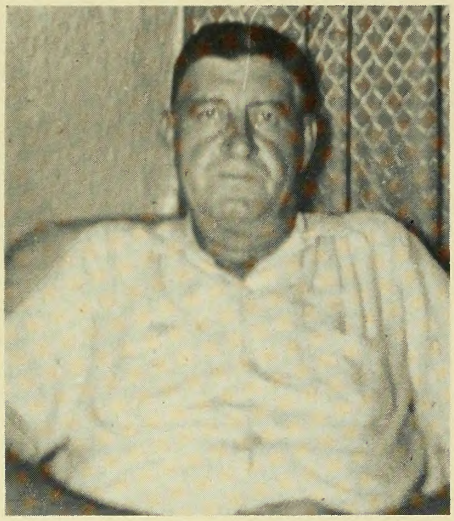
"At night, the hazard is greater. Almost without exception, the operators of roadside businesses attempt to lure customers with blinking neon lights. These lights are distracting and confusing and make night driving more dangerous even than it normally is.

". . . Cities long ago learned the necessity of achieving some measure of control over land use through the enactment of zoning ordinances. Why should not the same principles apply to rural land adjacent to busy highways—to protect the State's investment in the highways, if for no other reason?"

The Durham Herald says, "The matter of highway rights-of-way is of inevitable and perpetual concern to the Highway Commission. Not only is there the difficulty of securing rights-of-way for new roads or roadway improvements; also of concern—and increasingly so—is what happens to the right-of-way after it is established and whether the customary rights-of-way provide adequate protection for the motorists using the highways.

"Little is gained for highway safety and the expeditious flow of traffic if a highway —engineered to be a safe highway— gradually becomes cluttered with roadside safety menances either on or off the right-of-way. Roadside establishments, creating new points of ingress and egress, can nullify safety features incorporated into a highway. . . . And by and by there is pressure to lower speed limits which in turn leads to congestion and defeats the highway's purpose of expediting traffic flow."

HONOR ROLL OF 30-YEAR HIGHWAY EMPLOYEE



P. H. CLAY

Bridgeman P. H. Clay recalls, "I started at Hickory in the road maintenance department in 1921. I'll never forget those old World War One trucks, cars and motorcycles we used. We had a time trying to drag the old-time homemade drags over the roads. We were smoothing up the roads for the Model T Fords. Since there were no highway shops then, we truck drivers did the repair work ourselves. Although young and inexperienced, we got the job done. In time, we had passable roads from courthouse to courthouse.

"Later I went with the bridge maintenance department under F. S. Young who is still my superintendent. In 1926, I was made bridge foreman and sent to Madison County with eight men, two camp cars, one truck and a few tools. We moved into Marshall on the island where the high school now stands. While we were setting up camp, some youngsters came over and asked when the show started. Jokingly we said eight o'clock. About seven when a crowd gathered we decided we had to do something. Thinking we had some fair singers, we started off. Before we finished the first song, the crowd had melted away. The sheriff came over to see who was making the racket. I had a few bad moments till the sheriff accepted my explanation.

"From Marshall we went to Hot Springs, a distance of 20 miles. It took us all day to get our camp cars over the mountains. It was only nine miles to Spring Creek but it took us one day to get there.

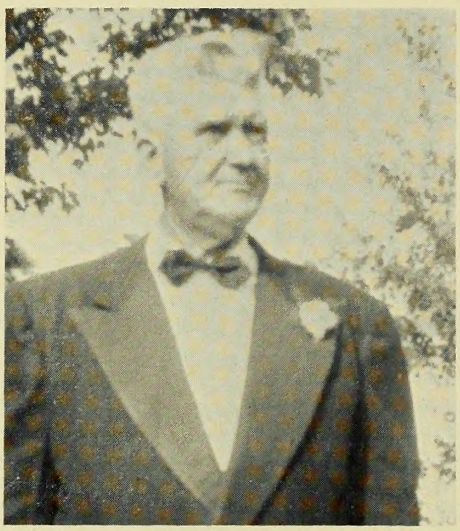
"We were building a retaining wall near Newfound Gap when the bank holiday was declared. We couldn't get our pay checks cashed to buy food. We bought some corn on credit from a farmer and used our rifles to keep a supply of groundhog and raccoon meat. A man gave us a gallon of bear oil which the cook used in making corn bread. We subsisted on this fare till a kindly doctor cashed our checks and we had our first square meal in three weeks.

"We were always on a good trout stream. After supper and Sundays, we'd catch a nice string of fish. I remember one big one that did not get away. He fought so hard that when we landed him, he was plumb wet with sweat."

Clay is 51 years old.

Supervisor Major Pope Powell is the son of Peter and Nina C. Powell. He was born September 13, 1896, in Warrenton.

In October, 1922, he was employed by the Commission as a truck driver. He was a section foreman for several years, a

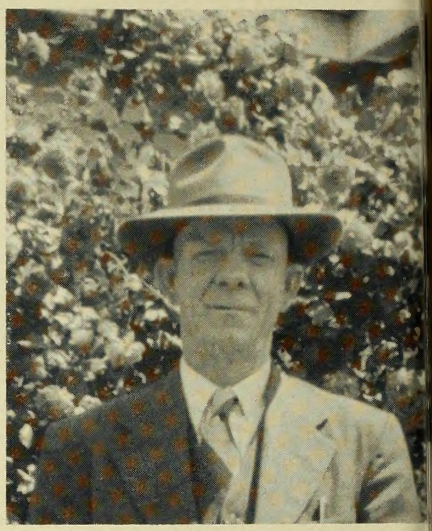


MAJOR POPE POWELL

prison foreman for 19. In 1949, he was promoted from section foreman to maintenance supervisor. Through the years, he has worked with W. D. Sonniville, Dave Ray, W. D. Rodgers, Joe Taylor, C. W. Lewis, C. F. Gore and W. N. Spruill.

Powell is a high school graduate. September 28, 1919, he was married to Gladys E. Hull in Richmond, Virginia. They are mighty proud of three grown sons who are now married. Major Pope Powell, Jr., is a telephone foreman in Dallas, Texas; Roy I. Powell is a draftsman at Fort Eustis, Virginia; and John G. Powell is with the Coast Guards.

Powell is a Mason. His hobby is collecting old coins. He has ten half dollar coins, no two alike. Some of his coins date from 1798.



ELBERT HOWARD NORRIS

Section foreman Elbert Howard Nor of Norlina started his highway career 1923 as a truck driver for Floyd Siler 1923. They were under the supervision R. W. Moore.

In 1926, Norris was promoted to secti foreman and remained in that vicini until February, 1927 when he was tra ferred to Warren County. During his years service, he has always worked Maintenance.

Norris was born February 10, 1901, Johnston County. He is the son of Loui and Neil Norris. He attended Pleasa Hill School and Benson High School.

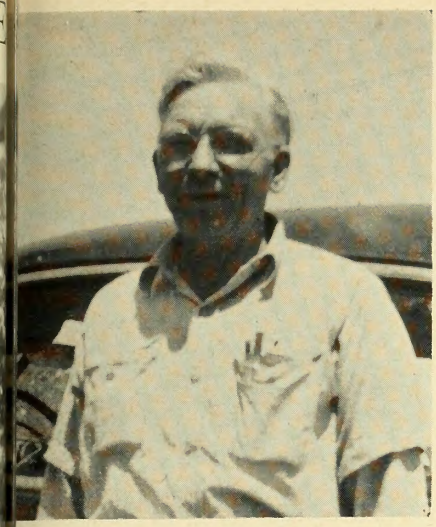
December 25, 1919, Norris was marri to Temmie Henry in Dillon, South Car lina. They are members of the Norlin Methodist Church. They have two chil ren: Mrs. Doris Twiford and V. S. Norri

Hunting, fishing and gardening are h leisure-time interests.

Shop foreman Lewis F. Waters bega his highway service in 1922 under th supervision of C. C. Holland and Markham in old District Two at Kinsto Waters was transferred to Clinton as field mechanic in 1925. His supervis was W. G. Howard. Four years late Waters was moved back to Kinston.

In 1931, he was transferred back t Clinton in old Division B under Distric Engineer R. D. Benson. In 1936, he worke briefly in Elizabethtown. The followin year, he was sent to Sanford unde George A. Brinkley and J. H. Alford. H was transferred in 1942 to Greenville an promoted to his present classification.

Waters was born March 10, 1895, i Jones County, near Kinston. He is th son of William Hawkins and Donnie G Waters. He graduated from Dover Higl School.



LEWIS F. WATERS

September 1, 1921, Waters was married Annie Oliva Whitehead in Kinston. ey have three children: Mrs. J. Roy ck of Durham, Lt. William F. Waters the U. S. Air Force, and Mrs. John ller of West Virginia.

After work hours, this top foreman oys hunting, fishing and gardening. is a Mason.

Highway Politics

n commenting on Tennessee Highway airman W. M. Leach's statement at recent SASHO Convention that "poli-s", as a science of government, are ays involved in highway construction, *Shelby Star* said, "Keeping the people ormed (on highway matters) involves job in public relations as well as gineering.

"That doesn't mean that the highway ces need an advertising department. It esn't mean that they should toot the rn for themselves or for any particular ject.

"It does mean that they should keep at they are doing constantly before the blic in terms that are easily under-od. The majority of the public cannot d a blue print with all of its technical ns. That is a job for engineers."

The Star thinks it is the Highway partment's job to interpret swiftly and ectively those blue prints as fast as y are developed.

". . . the better understood by the people roads, the better public purpose they ll serve."

ommission Hears Petition For All-Coastal Highway

After their regular monthly meeting in ptember, the Commission heard a prom-ent group of East Carolina citizens tition for an all-coastal highway. The All Coastal Highway Committee had adopted a resolution calling for the immediate construction of an All Coastal Highway, extending from Nags Head via the recently paved road to the Village of Hatteras, across Ocracoke Island and to the dead end of Interstate Highway 70 at the Village of Atlantic. The resolution also called for the widening and improving of US 17.

Alvah L. Hamilton of Morehead City, chairman of the coastal highway committee, was the leading spokesman for the coastal delegation. Joseph A. DuBois, manager of the Morehead City Chamber of Commerce, is secretary of the committee.,

All that is necessary to make the ocean route a reality, according to proponents of the plan, is the construction and paving of a short stretch of beach from the Village of Hatteras to Hatteras Inlet, the installation of adequate ferry service at the inlet, and the construction of 17 miles on Ocracoke Island. From Ocracoke Village, the road would extend, by ferry, across 20-odd miles of water in Pamlico Sound to Cedar Island, to connect with a paved road leading to Atlantic, or by ferry to Atlantic to connect directly with US 70.

Supporters of the route claimed such a road is vital to the economy of coastal residents, would attract new capital and industry, and raise the per capita income of local residents.

Highway Chairman Graham promised the Highway Commission would study the proposal as submitted by the All Coastal Highway Committee.

Fisher Appointed Safety Director

Chairman Graham recently named L. R. Fisher, former Commissioner of Motor Vehicles, Safety Director of the State Highway and Public Works Commission. Fisher fills the job left vacant with the resignation of Joe Crawford last summer.

During World War II, Fisher served as a Captain. He was assigned to the American Military Government as public safety director. At various times, he was stationed in England, France and Germany and became Governor of Kreise Waibling, a German province.

Following his release from service as a Major in July, 1945, Fisher returned to Germany that same year to serve in a civilian capacity as an executive aide to the 21 American Judges at the Nuremburg war crimes trials.

In 1947, he returned to the State and assumed duties as head of the Financial Responsibility Unit of the Highway Safety Division of the Department of Motor Vehicles. In 1950, he was named Director of the Highway Safety Division and served until 1951 when he was appointed head of the ABC Board's Malt Beverage Division. In 1952, he was appointed Commissioner of Motor Vehicles and served until he was replaced by Ed Scheidt last spring.

Fisher is married to the former Mabel Rogers of Raleigh. He is a member of the Hayes Barton Baptist Church, a Shriner, an Elk and is active in the 40 & 8 and the American Legion.

Fisher, 51, was born in Mecklenburg County. In 1929, when the State Highway Patrol was organized, he became one of its original members. In 1937, he was promoted to captain and headed the patrol's western division.

He plans to set up a vigorous program emphasizing on-the-job safety for highway employees.

Page From a Rodman's Diary

by

S. F. Davidson of Brevard

This little story I'm about to tell
Sounds sorta like a day in H - - -,
But from the time I greet each rosy dawn
Till I straggle home and the sun's long gone,
This is my story, this is my song.

I report to the office each new day,
Only to hear the Boss Man say:
"Can't you get here on time anymore?
Grab that level and get out the door!"
Oh well, I loafed in bed till half past four.

Then out to the job, we quickly go,
Hardly pausing for a cup of "jo."
I grab some stakes, a rod, the ax
Then over the bank and through the cracks.

The sweat runs down and stings my eyes,
I'm eaten alive by big green flies.
One day it's mud right up to my knees,
The next it's dust that makes me sneeze,
While all around buzz bumble bees.

We set our stakes all straight and true,
And hurry so we might get through,
To have a moment to sit around,
While the contractor's busy knocking 'em down,
And covers them with rock and ground.

Along toward noon when it's really warm,
We hope in vain for a thunderstorm.
We clench our fists and to Heaven call,
"Please ol' Massa, let a few drops fall,
And we will seek refuge in our Carry-all."

Late in the day when the sun is low,
It's into the Chevvy and to the barn we go.
Then I know that if I made today
That on the morrow, I will say:
"Only thirty more years to go on this way."

What is a Modern Road?

Modern roads aren't necessarily superhighways, any more than modern vehicles are necessarily airplanes. Many people think that only famous highways are modern. Truth is: *any road is up-to-date that does a good job of carrying the traffic it was built for.*

A good road permits safe passage at a safe speed for the cars that use it regularly. A well-graded, well-drained dirt road may well be called modern; so might a well-cared-for gravel road or any one of the familiar "black tops."

The moment a road fails to meet the demands of motorists, it is obsolete.

We need modern roads between small towns, even between farms. But we can hardly demand that these roads be superhighways.

Exactly what kind of a road does a community need? A survey of needs is just as important as an engineering survey. A too-expensive road, or a too-elaborate one, is just as bad as one that is too narrow, badly graded or poorly built.

The use-value of a road is the determining factor. Planning a modern road calls for thorough consideration of all the needs of the public — industrial, commercial, recreational, agricultural and social.

There are three things necessary to construct a good road, students of a famous engineering college are told by one of its wisest professors. Those three things are: One, a good foundation; two, a good foundation; and three, a good foundation.

From the Okahoma Motor Carrier.

Return Gas Tax

The SASHO went on record in favor of joining other regional highway organizations in urging Washington to return all gasoline tax money to the states.

The two-cent federal tax per gallon of gas yields about $850,000,000 a year. About $550,000,000 is appropriated to the states in federal-aid highway funds. The remainder is retained and used for general federal expenses. North Carolina's share has been about $11,500,000 a year.

Federal-aid highway funds are issued on the basis of area, population and mileage for urban, primary, secondary and interstate highway system jobs. Under the existing set-up, the states generally must put up a dollar for each dollar received.

The SASHO hopes to have the matching formula for allocations to the interstate highway system revised. The Association feels that the federal government should put up 75 cents for each 25 cents put up by the states.

Of the $25,000,000 presently set up for interstate system federal-aid, North Carolina gets about $613,000, a year.

The Association would like to see the interstate system allocations based on population with a guarantee that no state would get less than three-fourths of one per cent of the total funds. This would mean bigger allocations for North Carolina.

Doctor Appointed

November 1, Dr. Charles Ely Flowers of Zebulon took over as Medical Director of the State Prisons system. He replaces Dr. Charles B. Angstadt who had filled the post on a part-time basis since Dr. John D. Browning was released in October.

Prison Director W. F. Bailey said Dr. Flowers would set up offices in the Central Prison hospital and devote full time to supervising the medical needs of the prison system's nearly 10,000 inmates.

Three full-time registered male nurses will be on duty at Central Prison to serve in shifts around the clock. An assistant will be assigned to Dr. Flowers to handle the clerical records of the medical department.

Dr. Flowers took two years of his undergraduate work and two years of his medical training at the University of North Carolina. He completed medical school in 1913 at the Medical College of Virginia in Richmond, interned at St. Vincent Hospital in Norfolk, Virginia, and practiced general medicine in Columbia, N. C., for two years. Later, he moved back to Norfolk and practiced there until called into the Army Medical Corps as a first lieutenant in 1917.

He spent a year in France during World War I, saw action in the Neuse-Argonne forests and left military service as a captain in 1919. Since then, he has been practicing medicine in Zebulon.

Dr. Flowers is a former president of the Wake County Medical Society; a member of the international medical fraternity, Phi Chi; an organizer and first president of the Zebulon Rotary Club, a member of the Zebulon Lions Club and a former vice-president of the Zebulon Chamber of Commerce. A Mason, he has served four terms as master of the Zebulon Lodge and has been lodge treasurer for the past eight years. He also is a member and a former steward of the Zebulon Methodist Church.

Dr. Flowers is the son of the late Charles A. Flowers and De Ella Alford Flowers. He was born and raised on a Pamlico County farm. His wife was the former Carmen P. Poole of Durham.



Cpl. Laurice V. Hubbard, son of Ma tenance Supervisor L. D. Hubbard, h just returned to the States. Laur served 15 months with the Army Germany.

Bailey Names New Assistan

In October, State Prisons Director W. Bailey named Wilton Lee Fleming l new assistant director of administrati affairs. Fleming had been with the St Division of Purchase and Contract for t past seven years as an assistant direct in charge of purchasing for State Insti tions and State public schools.

As one of Bailey's three assistant dir tors, Fleming will be directly in char of the prisons budget, payroll and pers nel matters. This position was forme held by Otis Banks and more recently Carl Galloway who resigned in August.

Fleming was born 34 years ago Bladenboro. He is the son of Mr. and M W. E. Fleming of Fuquay Springs.

Upon graduation from Fuquay Sprin High School in 1938, Fleming attend N. C. State College and was a member the student chapter of the Americ Society of Civil Engineers. He was student colonel and battalion command in the State College ROTC. He graduat from State in 1943 with a degree in Ci Engineering and was then commission a Second Lieutenant in the Army A Corps. Fleming spent 18 months in t European Theatre of War. He was r leased from service as a Captain in 19 and went to work in Division of Purcha and Contract.

A member of the Raleigh Lions Club f the past five years, Fleming was t second vice-president of the Raleigh Cl last year.

In April, Fleming was county chairm of the Wake County Cancer Fund-Raisi Drive. He is now a member of the exec

committee of the Wake County unit
he American Cancer Society.
His wife is the former Rose Maire
ynes of Clyde. They have three sons
live in Raleigh.

bp Men Attend Out of State Meetings

Two important annual conventions call-
four of the Commission's ablest men out
state. Chairman Graham attended the
nual convention of the Carolinas
nch of the Associated General Con-
ctors, November 8-9-10, in Hot Springs,
ginia. The Homestead was convention
dquarters.
Chief Engineer Rogers took in two days
the AGC conference before joining
sistant State Highway Engineer Louis
yne and State Bridge Engineer Tom
nter in Pittsburgh for the annual con-
ition of the American Association of
ate Highway Officials. The AASHO,
ent organization of the Southeastern
sociation of State Highway Officials
ich recently convened in Asheville,
d their yearly parley in the William
nn Hotel, November 11-12-13.

New Shop Report

Good progress is being made on construction of two of the three new division shops. Bridge foreman C. W. Rink is directing work on the Sylva shop which should be complete by December 1. L. M. Mitchell, bridge foreman, who is supervising construction of the Wilmington shop expects to complete it by January 1.

Bridge foreman W. L. Cutting is finishing up the new 50 x 130 feet district shop at Statesville. After its completion by December 1, he expects to start right in on building First Division shops at Hertford.

In addition to the ten established division shops, there are 29 district shops and 62 subdistrict shops located across the State for servicing highway equipment.

Correction does much, but encouragement does more. Encouragement after censure is as the sun after a shower.

—*Goethe*

Lots of folks have a good aim in life... but most of them don't know when to pull the trigger. —*The Gilcrafter*

8th Division Offices To Move to Aberdeen

Division headquarters for the Eighth Division will be relocated in Aberdeen. The Commission at its October meeting agreed to purchase 2.03 acres in Moore County for the building site. The new building, similar in design to other division headquarters, will cost about $40,000. The land will cost about $4,500.

At present, Eighth Division headquarters are in Asheboro, former headquarters of the old Sixth Highway Division. The Eighth has no headquarters building now, but rents space in an Asheboro building.

The change should mean more efficient operations and will not cause a duplication of existing facilities. By transferring to Aberdeen into a State-owned building, it will save rental money.

I find that a great part of the information I have was acquired by looking up something and finding something else on the way.—Franklin P. Adams.

"Know thyself" means this, that you get acquainted with what you know, and what you can do.

I'm Just A Steering Wheel

I'm just a wheel. A steering wheel. And you're my captain. Behind me you're the lord and master of a miracle. You can make me take the kids to school. You can turn me down the sunny road toward town. With me you can guide your goods to the market place . . . You can rush the sick to be healed . . . You can go in minutes to places hours away. You can do magic.

Yet, in the blink of an eye, in the tick of your watch, I can turn deadly killer. I can snuff out the life of a kid still full of life—maybe *your kid*. I can twist a smile into tears. I can wreck and cripple and destroy. I can deal out death like a plague. And I'm no respecter of persons. A child, a grandmother, even *you*, my friend . . . it's all the same to me.

I'm sensitive. I respond instantly to the hands you give me. Give me calm hands, steady hands, careful hands . . . and I'm your friend. But give me unsteady hands, fuzzy-minded hands, reckless hands . . . then I'm your enemy, a menace to the life, the happiness, the future of every person, every youngster riding, walking, playing.

I was made for pleasure and usefulness. Keep me that way. Stay in your hands. I'm just a steering wheel. And you're my captain. Behind me you're the lord and master of a miracle . . . or a tragedy. It's up to you.

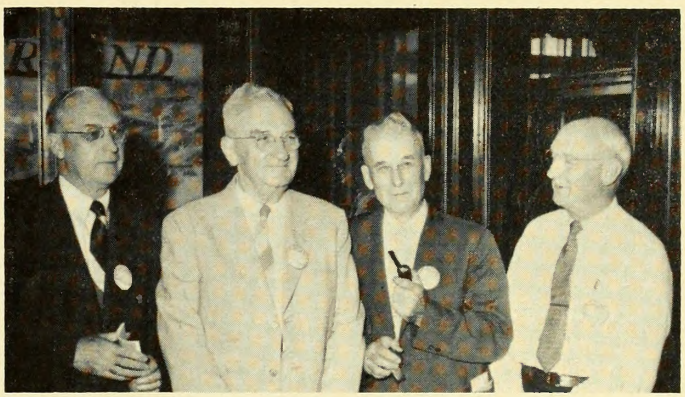
—*From American Oil Company*

One way to be *popular* is to listen attentively to a lot of things you already know.

One *swallow* may not mean a summer—but it can lead to *fall*.

About the kickingest bedfellow one can have is a guilty conscience.

There are no excuses for Carelessness.

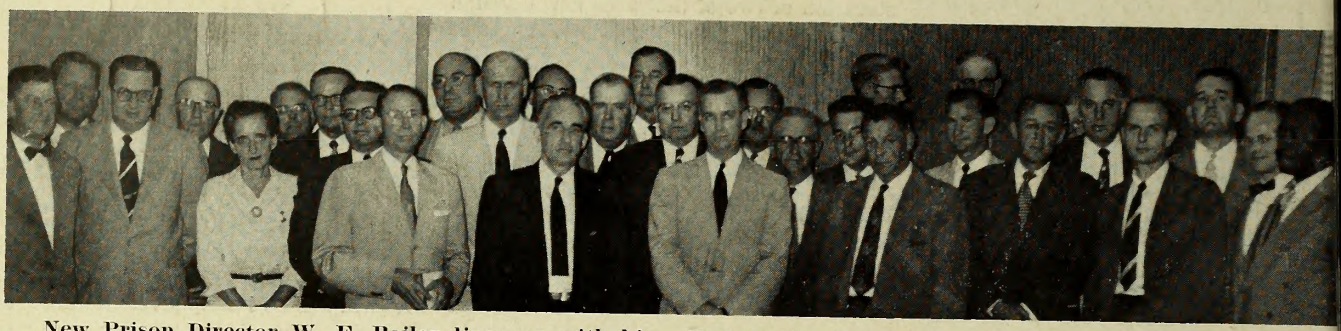


These four men—Robert H. Harrison, W. H. Rhodes, Mack Galbreath, and "Major" A. L. Hooper—attended the recent SASHO Convention in Asheville. They reminisced about the days back in 1913-'14 when they helped build a dirt road from Greenlee to Swannanoa Gap in McDowell County. They recalled those pre-World War I days before the advent of the N. C. State Highway Commission when the engineers of the U. S. Bureau of Public Roads actually directed roadbuilding projects in the State.

They remembered that $30,000 had been set up for grading this mountain link, a precedessor of old No. 10, of the proposed "Central Highway" from Morehead to Murphy. J. R. Gibson as contractor graded a 20-foot wide dirt road from Greenlee through Old Fort to Mill Creek. Honor-grade convict labor was nsed to build from Mill Creek up the Mountainside past Andrews Geyser to Swannanoa Gap. Will Morson, a pioneer roadbuilder who has since retired from State service, gnided the completion of this mountain road.

Of the four men above, three are still with the U. S. Bureau of Public Roads: Harrison as division engineer out of the Chicago office, Galbreath as district engineer of Kentucky, and Hooper as district engineer of North Carolina. Rhodes is a district engineer of the Asphalt Institute.

Prison Report



New Prison Director W. F. Bailey lines up with his key prison personnel. Bailey, in dark suit and tie on the front row, is flanked by his two assistant directors, Blaine M. Madison (on the left) who is in charge of prisoner rehabilitation, and Robert Allen (on the right) who is in charge of the prison camps.

Other top prison officials, and their positions, from left to right are: J. M. Harrison, Superintendent of Camp Polk; T. F. Savage, Superintendent of Caledonia Prison Camp; K. B. Bailey, Warden of Central Prison; I. D. Hinton, Superintendent of Women's Prison; Helen Rhinehart, assistant superintendent of Women's Prison.

Next are the division prison supervisors, and their divisions: J. C. Harris, Thirteenth; Fred Ross, Twelfth; C. O. Benfield, Ninth; Madison; S. P. Helms, Tenth; H. B. Nichols, Fourth and acting division prison supervisor of the Fifth; John E. Walker, Twelfth; Bailey; P. E. Mallison, Second; C. B. Wicker, Eighth; J. R. Hooks, Sixth; Allen; R. L. Turner, First; J. M. Barnes, Seventh; W. H. R. Jackson, Chaplain of Central Prison; Allan Whitfield, Third; James Waite, superintendent of Butner Youth Center; Walter Bryan, supervisor of education; B. H. Freeman, Fourteenth; J. D. Wilson, supervisor of Consolidated Records; J. R. Taylor, Superintendent of the Rockingham County Camp; Fred Grigg, supervisor of Recreation; Ed Farrow, supervisor of Classification; Dr. John D. Browning, Prison Medical Director (Since replaced); Lee Bounds, Assistant Director of the Institute of Government in Chapel Hill; and Lewyn Hayes, superintendent of the Raleigh Youth Center.

Progress Report on Prisoner Rehabilitation

Prisons Director W. F. Bailey recently issued a 24-page report on the Prison Department's rehabilitation and training program.

Through education, moral and religious training, recreational activities, applied psychology and psychiatry, vocational training and the expanded use of books, movies and various educational aids, the report said, the Prison Department is helping its inmates become better people.

The report explains, "We planned our program to include something that teaches right from wrong and that develops in the prisoners a good set of ethics and the proper attitudes. Our program is not designed to produce just a machinist, but an *honest* machinist."

The report pointed out the following progress:

Having only honor-grade prisoners at Caledonia Prison Farm permits more attention on farming and increasing farm production and at the same time, "provides one of the greatest opportunities in the Prison Department for rehabilitation of Negro men through vocational training in agriculture."

A library and classroom have been built and equipped at Caledonia, classes on various educational levels are being conducted and recreational facilities are being increased.

The Davie County prison camp has been classified and set up to take care of 40 physically handicapped Negro felons, relieving other camps of caring for these men.

The Yadkin County prison camp has been classified for white first offenders between 21 and 30 years of age, permitting them to be segregated from more hardened criminals, and additional rehabilitation activities are being arranged for the camp.

The Raleigh Youth Center has been developed to provide for young honor-grade Negro prisoners the same type of special training given young white prisoners at the Butner Youth Center.

A program to aid discharged prisoners find jobs and to help them get readjusted in free society has been worked out with the State Junior Chamber of Commerce.

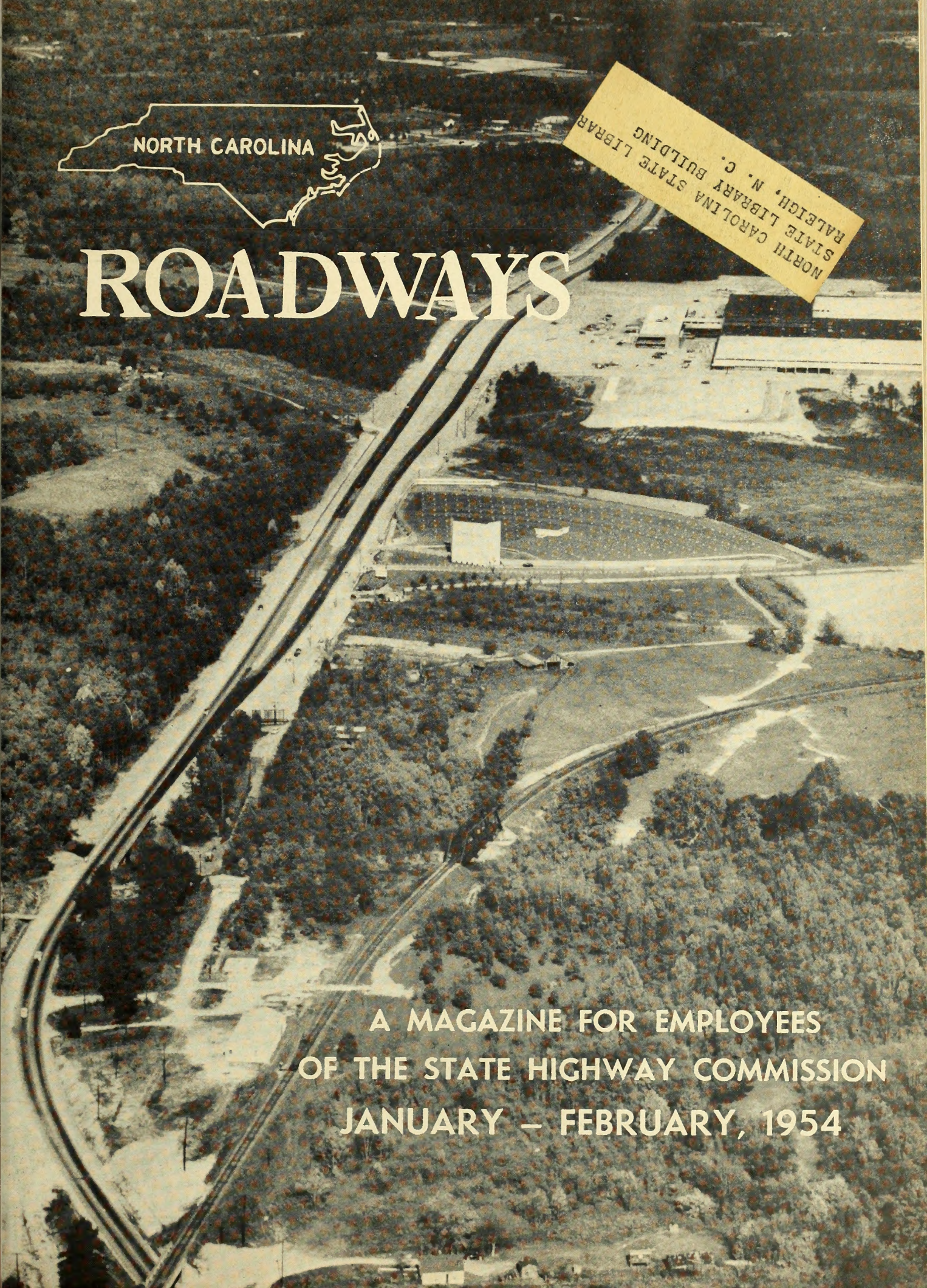
At Central Prison, a midweek worship service has been added to the moral and religious training program.

More than 30 per cent of the road camps now have bookmobile service. At 16 camps, permanent libraries have been established, and efforts are being made to provide libraries for all 87.

To insure that convicts released from prison have a little spending money, the Highway Commission in adopting a new code of prison rules and policies will furnish go-home money to all prisoners released, paroled or pardoned, except short-termers convicted of misdemeanors. Those who have served from two to 15 years will get $15.00; those with more than 15 years time will get $25.00. Released prisoners should then be able to pay their way until they can rejoin their families or find work.

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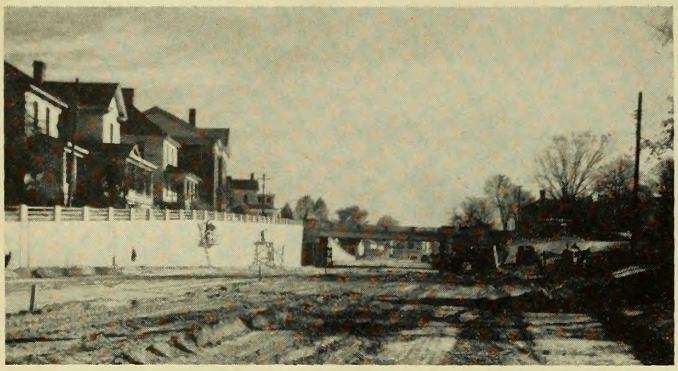


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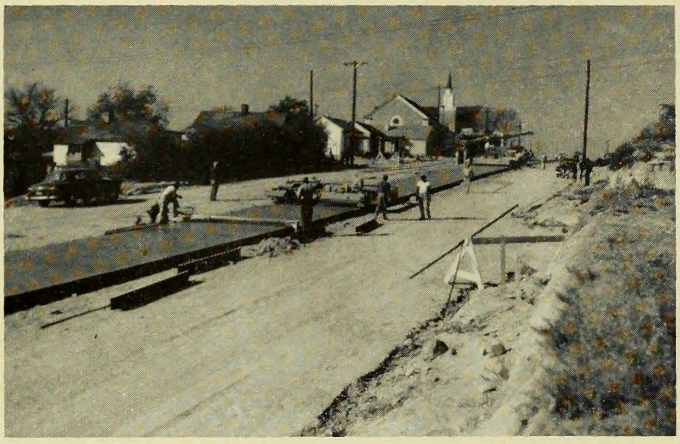
ROADWAYS

A MAGAZINE FOR EMPLOYEES
OF THE STATE HIGHWAY COMMISSION

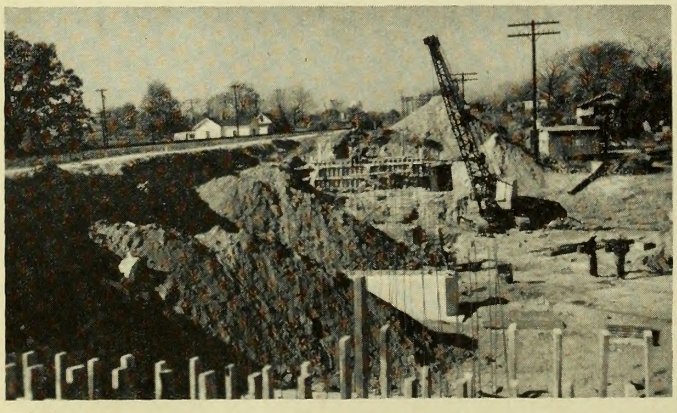
JANUARY – FEBRUARY, 1954



Shot was made looking east on the Lee Street project. The Asheboro Street bridge in the distance goes over the newly-completed roadbed. Completion of this project should relieve traffic congestion in Greensboro.



Another picture of the Lee Street job in Greensboro shows eight-foot sections being poured. This section was the first of a 24-foot roadway. Picture was made looking west on Lee Street. Eventually this improvement will tie in with US 29 which is being relocated.



The railroad tracks were put on a temporary trestle on the left while construction was underway for the dual-lane highway underneath. Picture shows the form work for the concrete pier construction which is partially complete. When the roadway is finished, the railroad will be moved back to its original location. R. L. Hickerson is resident engineer on this Ivy Street extension in Greensboro.

NORTH CAROLINA ROADWAYS

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The Good Worker

Who is the good worker? It's the person who knows his job, follows instruction carefully, is respected by his fellow workers, has good judgment, is adaptable to changes, is consistent, has a sense of humor, is emotionally stable, is loyal, looks before he leaps, has confidence in himself, does not fear criticism, and does his work as though the job were entirely his own.

THIS MONTH'S COVER

This new dual-lane portion of US 1 runs about one and one half miles north of Raleigh. The Forest Drive-In Theater and the new multi-million-dollar Westinghouse Plant are shown on the right side of the road. Employees of the plant should be able to drive in and out of the plant with ease.

Highway Lawyers Safeguard Commission's Legal Rights

One of the hardest-working but least heralded groups in the State Highway Commission is the legal department.

Chief Counsel R. Brookes Peters, a former Mayor of Tarboro and a Special Assistant to the U. S. Attorney for the Eastern District of North Carolina, in Wilmington, heads the highway legal department. He is ably assisted by Kenneth Wooten (a Duke law graduate), Lawrence Beltman (a Duke law graduate), and Willys Hooper (a Wake Forest law graduate). Not only do these four men handle all legal matters pertaining to highway affairs but they are also responsible for all the legal work of the Prison Department.

Before 1946, two attorneys were employed to handle all legal matters for the Highway Commission. Since then, disputes over right-of-way damage and over claims arising from accidents with state equipment, plus prison cases and problems, have grown in such leaps and bounds that four lawyers are necessary to handle all the law work.

This busy group takes their vast responsibilities seriously, spending many after-working hours poring over law briefs, gathering information, and studying past court cases. In their group of offices on the second floor of the new highway building in Raleigh, they have access to a well-stocked law library.

According to Chief Counsel Peters, about 100 law suits over acquisition of right-of-way become court cases every year. Today's numerous court cases are a far cry from the early highway days, some 30 years ago, when Tar Heels were only too glad, even anxious to give their land so that a road could go through.

Since the Commission is a State agency, it is vested with the power of "eminent domain", the authority to take and devote private property for public purposes. This means that the State Highway Commission has the right to condemn land for public highways and for certain other purposes.

Peters explains that the use of the right of "eminent domain" is a last-resort proceeding. Usually, the Commission, through its attorneys and right-of-way engineers, tries to reach a fair and equitable financial settlement with property owners out of court.

Settlements are based on the difference in the fair market value of the property before and after a road goes through. The price offered by the Commission is usually based on an appraisal of this difference. The law recognizes that roads may benefit property owners. It says that in all instances of settling easement claims "the general and special benefits shall be assessed as offset against damages." Should a road devaluate the adjoining property, the Commission pays the owner the difference in the land value before and after the road is completed.

When a stalemate develops in negogiations over a financial settlement for land, either the Commission or the dissatisfied property-owner can institute a proceeding and request the clerk of the Superior Court to appoint an unbiased, disinterested group of three "freeholders" to make an appraisal of the property.

An appeal from the ruling of the Clerk on the report of the three commissioners can be made by either the property-owner or the Commission to the Superior Court. Then it's up to the Commission's lawyers to represent and protect the State's interests in such cases.

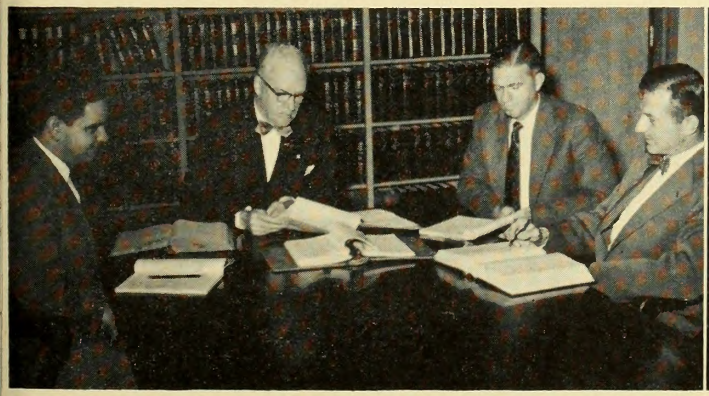
An unusual case developed recently in one of the Piedmont counties. A dissatisfied property-owner refused the settlement offered by the Commission and took his grievances to court, suing the Commission for $100,000 property damage. Final determination of the amount rests in the hands of the jury who are under instructions from the court as to what the law is. In this case, the jury rejected the plea for $100,000 property damage and found that the benefits from the road more than offset any damage.

Another phase of the legal department's activities deals with cases arising from accidents with state equipment. Since a citizen cannot sue the State except as authorized by the General Assembly, the 1951 Legislature passed a "torts claim" law which provides that an individual can sue a State agency for claims arising as a result of a negligent act of a State employee while acting within the scope of his employment and without contributory negligence on the part of the claimant. Such accident claims may only be brought before the Industrial Commission, which has been constituted by the Legislature as a court to hear such claims. Attorney Kenneth Wooten handles most of these claims against the Commission.

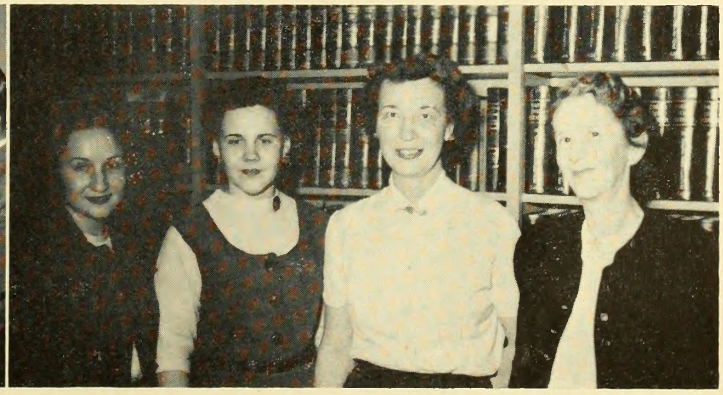
A brief look into the highway legal history reveals that Walter Cahoon, of Elizabeth City, was the first attorney employed by the fledgling Highway Commission back in 1921.

In 1925, Charles Ross became Chief Counsel for the Commission. His able handling of the Commission's legal affairs was nationally recognized. He had the distinction of having appeared in the

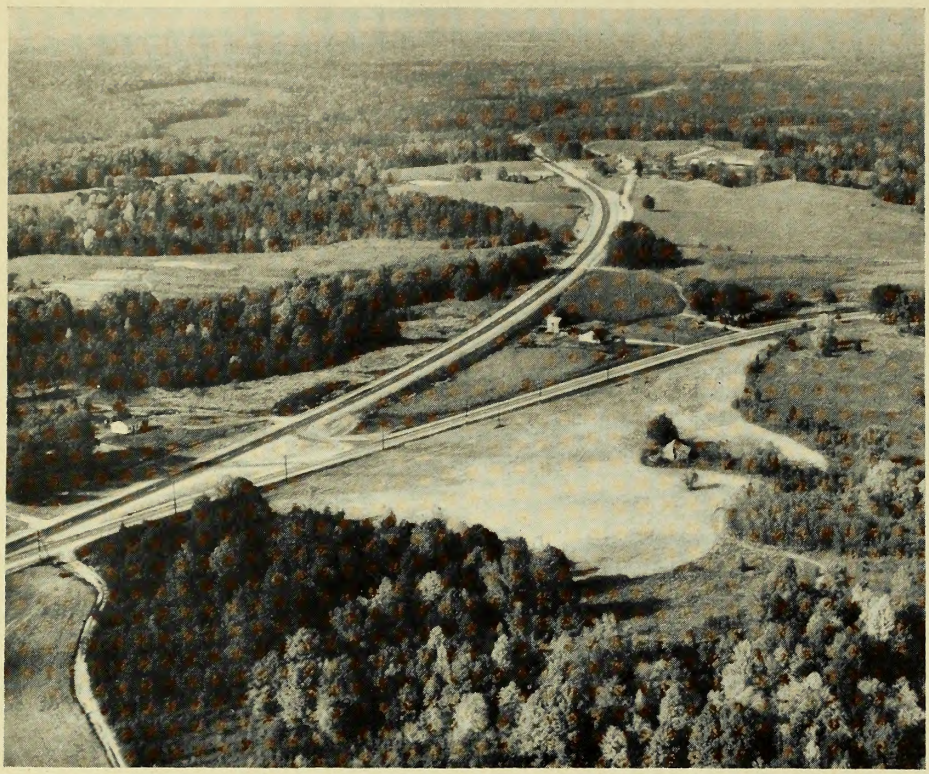
(Continued on page 4)



The Commission's lawyers discuss a point of law. From left to right, see Kenneth Wooten, Chief Counsel R. Brookes Peters, Willys Hooper, and Lawrence Beltman.



On the right are the girls who keep things running smoothly in the legal department. From left see Ella Mae Sorrell, Barbara Sykes, Virginia Lyon, and Alice Gorham.



This aerial picture was taken about two miles south of Wake Forest and shows the southern end of a 15-mile by-pass which carries US 1 past Wake Forest, Youngsville and Franklinton.

This newly-opened section of US 1 is typical of what the Commission plans to do in modernizing the State's primary system.

The new road fades off in the background. The old road runs off to the right through the centers of the three towns. Eventually the by-pass will be made dual-lane.

John H. Davis of Louisburg was resident engineer on the 15-mile by-pass.

US 1 WILL BE MODERNIZED

The Highway Commission plans to convert narrow and winding US 1 into a first class, mainline highway. Worn and outmoded sections will be rebuilt, by-passes will be run around Henderson and Sanford and major improvements will be made at Raleigh, between Aberdeen and the Richmond County line and between Henderson and the Virginia line.

The two members of the Highway Commission through whose areas US 1 travels —Fifth Division Commissioner Donnie A. Sorrell of Durham and Eighth Division Commissioner Forrest Lockey of Aberdeen—said the work would be done as rapidly as funds become available. They stressed that all the needed improvements could not be completed at once.

They described their plans to modernize US 1 as a long-range policy and pledged joint cooperation in getting work underway. Their goal is to see that US 1, one of the State's main north-south routes, would be modernized to adequately carry heavy, through and local traffic.

US 1 runs from Virginia through Warren, Vance, Franklin, Wake, Lee, Moore and Richmond counties into South Carolina. Sorrell is responsible for its north end. Lockey is in charge of the southern part.

During the past eight years, 76 per cent or 114.6 miles of North Carolina's part of US 1 have been renovated, but 88 miles still remain inadequate for traffic needs. The postwar traffic surge has put a heavy burden on the road and rendered many sections obsolete.

Sorrell said that surveys now are being made for a by-pass around the southeast side of Henderson. Instead of running through town, the new road would leave US 1 in the vicinity of Bear Pond, head northeast and rejoin US 1 in the vicinity of Greystone Quarry, skirting congested mill developments on Henderson's east side.

Governor Umstead recently made an initial allocation of $500,000 for the Henderson by-pass. At least $1,000,000 more will be needed.

North of Henderson, US 1 eventually will be relocated and sent north to Virginia as a segment of the federal interstate highway system, joining a segment which comes in from Greensboro by way of Durham and Oxford. To meet federal standards for safety, this section will have a 260-foot right-of-way, separated by grade crossings, limited access, and divided lanes.

South of Henderson, US 1 recently was rerouted to bypass Franklinton, Youngsville, and Wake Forest. As funds permit, this section will be made dual lane. The Commission acquired a 200-foot right-of-way so that the extra lane might be added when needed later.

At Raleigh, plans are being developed for relocating US 1 to cross over US 1-A and run under the Seaboard railroad and back of the Raleigh Bonded Warehouse to connect with the Dawson Street project now under construction.

Lockey said that surveys were being made for the Sanford bypass. It will carry US 1 around the west side of Sanford and eliminate a number of bad curves —including Brantley curve, the scene of many accidents—south of Sanford.

Sorrell and Lockey pointed out the improvements would take time and money. The program will not be completed overnight or in one long push. However, they assured residents along US 1 that they are well aware of their traffic problems and that needed improvements would be made as funds become available.

Editorially, the *Henderson Dispatch* said, "Thanks to new highway commissioners in districts which US 1 traverses across the State, that original main artery of travel between north and south appears to be assuredly on its way back to its former eminence as the nation's greatest highway. Fortunately, this Henderson area stands to benefit tremendously from such improvement."

And later, "US 1 is on its way back to preference with travelers and Henderson will rise and expand with it if the community will only grasp the opportunity that lies at its very doorstep."

To reassure those who feared that plans to improve US 1 might mean a diversion of the money allocated to US 301, Chairman Graham and Chief Engineer Rogers said the Commission has no intention of diverting money earmarked for 301 to other projects.

N.C.S.H.E.A. Association News

Vol. 4—Edition 1 January, 1954

THANKS TO CHAIRMAN A. H. ("Sandy") GRAHAM — and to Editor Margaret Burk—the Association is now allowed to have space in each issue of ROADWAYS MAGAZINE. This is the first such issue for us, and we will issue our own ASSOCIATION NEWS on each alternate month.

TRANSPORTATION BY STATE-OWNED EQUIPMENT—has been drastically reduced recently. There are many arguments pro and con about the merits of this transportation, about emergencies, etc. Let's admit there have been abuses—let's say that we will use State-owned equipment only as it should be used—the Commission could make more drastic changes, if we as employees are not careful.

NEW UNIT OFFICERS—elected following the reorganization plan of the Association to set up new Units according to new Highway Divisions: listed in order of Unit Chairman, Unit Vice-Chairman, Unit Secretary-Treasurer, and in Unit order 1 thru 15 (Divisions 1 thru 14, with #15 being Raleigh Office, Central Prison, Women's Prison, Equipment Depot): #1—R. L. Turner, J. R. Felton, W. J. Davis; #2—J. G. Gibbs, J. B. Cutchin, E. D. Credle; #3—R. A. Ashworth, W. M. Ingram, J. A. Saunders; #4—S. F. Holmes, R. W. Dawson, Hersel Smith; #5—J. H. Alford, Karl Andriessen, J. M. Webb; #6—O. L. Owen, A. T. Hight, Mrs. Clara Moran; #7 — Paul Mitchell, J. B. Taylor, Robert Canada; #8—Luther Berrier, E. B. Tomlinson, Herman Shaw; #9—R. B. Fitzgerald, J. H. Mays, S. V. Fulton; #10—T. F. Royall, E. M. Finison, A. M. Buchanan; #11—J. T. Winkler, J. S. Zimmerman, H. E. Koontz; #12—P. J. Corpening, J. F. Abernathy, Mrs. Marion Davis; #13 — G. J. Young, A. W. Rader, S. W. Kearney; #14—C. W. Lee, F. K. Westwood, C. J. Beck; #15—J. M. Adams, Sam Cassel, Miss Florine Boone. A fine group of Unit Officers, all loyal employees and loyal to the Association for the benefits they know have been and can be derived therefrom.

COMMITTEE APPOINTMENTS—following authority vested in the President and General Officers, and after careful consideration of all recommendations made by various Unit Chairmen, with the understanding that every recommendation could not be followed due to limited number allowable; but, your President has tried to recognize all sections of the State, and we believe the appointments are excellent:

Personnel—Ivan G. Hardesty, Chairman (5); J. F. Abernathy (12); F. K. Westwood (14); R. L. Turner (1); Ross Richardson (11).

Retirement — K. R. Scott, Chairman (7); E. L. Kemper (12); H. M. Burgin (10); R. M. Prevatt (6); H. H. Wesley (2).

Insurance — J. W. Taylor, Chairman (15); W. T. Hall (3); G. J. Young (13); J. S. Pope (4); P. D. Miller (12).

Legislative—P. E. Mallison, Chairman (2); J. G. Hall (8); R. B. Fitzgerald (9); B. S. Connelly (13); Paul Sain (12).

Credentials-Registration—J. L. Phillips, Chairman (2); R. G. Setzer (15); Mrs. Ruby Kilby (11); Mrs. Vernice Benton (4); Miss Annie Askew (2); Mrs. Marion Davis (12); Mrs. Clara Moran (6); Mrs. Sibyl Smith (2).

Association News—Miss Florine Boone (15); J. C. Smith (15); President Biggerstaff as ex-officio.

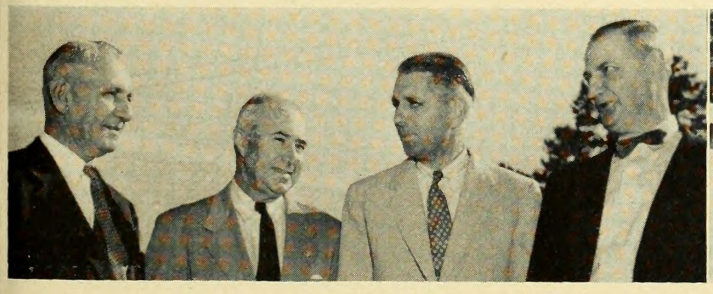
Credit Union—J. W. Upton, Chairman (6); Paul Welch (7); F. M. Edgerton (4); F. Dale Graham (15); R. W. Moore (5); T. F. Royall (10).

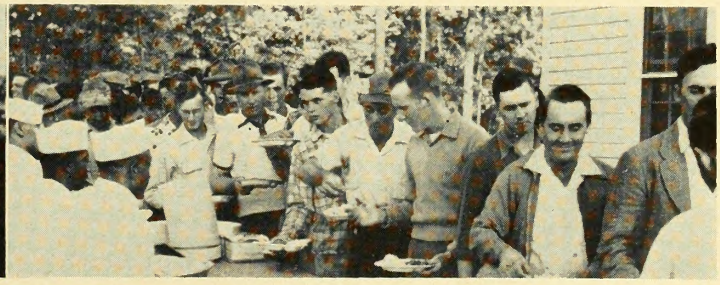
Advisory — Past Presidents Merle T. Adkins, J. H. Councill, Withers Davis.

Parliamentarian—A. M. Buchanan (10).

The membership will note that those Standing Committees authorized by the By-Laws are appointed, plus certain Special Committees appointed in the discretion of the President and General Officers. It has been decided that the *Advisory Committee* is to consist of the three immediate Past Presidents, these to be called upon for advice and counsel at any time, feeling their experience is of great value to us. The *Credit Union Committee* is to meet with officials from the office of the State Superintendent of Credit Unions to delve into possibilities of establishment of a Credit Union for Association Members, to be State-wide for the benefit of our own employee-members in matters of financing. A new committee has been established as a special group, to be known as the *Credentials-Registration Committee*. This group will check dues cards of all delegates to Convention, will request written authority from the Unit Chairman for alternate delegates, and

(Continued on page 4)





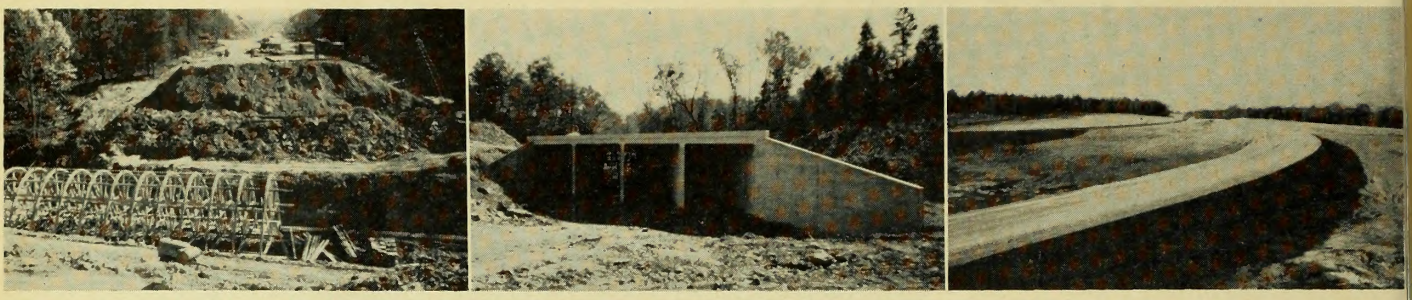
October 23 was a red letter day in the Seventh Division. Districts One and Two held their annual meeting at Camp Burton. This was the first meeting for the new territory and was held for the purpose of awarding service buttons to employees in the five counties of the new division.

Chairman A. H. Graham presented the awards. Talks were made by members of the Raleigh staff. More than 700 employees were present for the meeting.

These four men received 30 year emblems: W. W. White, Second District Engineer; J. M. Morton, Maintenance Supervisor of Rockingham County; C. E. McLeod, Maintenance Supervisor of Alamance County; and C. W. Burney, Sign Foreman.

The picture on the left shows L. R. Fisher, new highway safety director; Division Engineer Tom Burton; Commissioner J. Van Lindley; and Chairman Graham.

On the right, see a few of the folks who lined up for a delicious barbecue supper.



These shots were made of construction on the 12.7 mile relocation of US 70 from the junction of NC 61 at Whitsett to the junction of US 421 south of Greensboro.

Work was started in March, 1953. First picture shows the falsework for an arch culvert. After the concrete is poured, the falsework will be lowered, put on rollers and pulled down to the other half of the culvert, put up again on wedges and used again.

Middle picture shows another type of structure, a box culvert, on the same project.

Third scene shows the completed grading on this stretch.

R. L. Hickerson is the resident engineer. F. A. Triplett, Inc. holds the structure contract while Boyle Construction Company is building the roadway. Total cost of the roadway and structures will run close to $700,000 for this 12.7 mile job.

LAWYERS

(Continued from page 1)

trial of cases in each of the 100 counties of the State. His connection with the Commission spanned 20 years.

In 1937, Ernest Gardner of Shelby was retained as a special attorney for the Commission in acquiring land for construction of the Blue Ridge Parkway. He assisted in some other claims, mostly in the western part of the State.

George Patton, of Franklin, was employed for a one-year term in 1945 until a permanent attorney could be hired. Since that time, Patton has been serving as a Special Judge of the Superior Court.

In September, 1946, R. Brookes Peters became Chief Counsel. A graduate of the Rocky Mount Law School, where he studied under the late Judge George P. Pell, Peters was a practicing attorney in Tarboro for 12 years. Just prior to heading the Commission's legal staff, he was a Special Assistant to the U. S. Attorney for the Eastern District of North Carolina. Peters was Mayor of Tarboro for four years, 1937-41.

Since joining the Commission, Peters has twice appeared before the highest legal court in the land—the United States Supreme Court. He represented the Commission in the case of BROWN vs. ALLEN (a proceeding against the warden of Central Prison to stay an execution). He argued the case before the Supreme Court and in its decision the Court sustained the Commission's position.

In 1948, Kenneth Wooten was added to the legal staff. His specialities are knotty property condemnation cases and accident cases involving state equipment.

E. O. Brogden served three years as a highway lawyer before being recalled to Navy service in 1951. He is now on military leave.

In 1951, Larry Beltman was employed. His main legal forte is dealing with prison problems and cases. Such cases have grown to such proportions in recent years that he spends 90 per cent of his time unsnarling prison cases.

Since 1952 Willys Hooper has been spending the majority of his time and talent on accident and damage suits against the Commission.

Daily the legal staff must study and interpret highway laws in relation to each specific case. They must call on their wealth of legal knowledge and experience to capably present the Commission's side of any legal controversy.

In all their law work, which calls for a high degree of accuracy and attention to details, the highway lawyers count heavily on the services of four efficient secretaries. Virginia Lyon is secretary to Chief Counsel Peters; Barbara Sykes to Kenneth Wooten; Ella Mae Sorrell to Larry Beltman; and Alice Gorham to Willys Hooper.

N.C.S.H.E.A.

(Continued from page 3)

in general be responsible for certifying that all delegates are properly authorized. The ladies will attend to registration of the delegates, and will have whatever assistance they deem necessary. This is a most important function, and it is felt that some confusion will be avoided by the work of this Special Committee. Proper instructions will be forwarded to all Unit Chairmen prior to Convention as to how their delegates shall be named, how authority is to be granted any Alternate Delegate, and to the individual advising him or her that a current dues card must be presented upon registration.

We look forward to a very interesting year, one that we feel will produce excellent results. The work of these Committees, looking after matters of Personnel, Retirement, Insurance, etc. will mean much to the welfare of the Association and its membership.

By the time you read this, the Christmas Season will have passed—I trust that each and every person thoroughly enjoyed the Holidays, and to each of you I am wishing a MOST PROSPEROUS AND HAPPY NEW YEAR.

OTIS BANKS, *Executive Secretary*

P.S. Speaking of retirement—if you'll work hard and save your money, when you are 65 years of age you can retire and have the things that only the young people can enjoy!

O.M.B.

Upham to Design Good Road System for Egypt

A former chief engineer of the State Highway Commission, Charles M. Upham, flew to Egypt to determine ways and means of constructing a modern highway system in that country.

The project, which will include a highway across difficult desert terrain, is a part of the Point Four program for the area. Upham has been retained by Arthur D. Little, Inc., which has the project under contract. Upham was chief highway engineer during the early twenties. Frank Page was chairman. Together they directed the building of many of North Carolina's early good roads.

Upham was executive secretary of the American Road Builders Association for many years. He gained an international reputation as a roads expert.

Umstead Youth Center Dedicated in Formal Ceremonies

A novel experiment in prison administration was capped in formal ceremonies edicating the Butner Youth Center as he "Umstead Youth Center", November 5.

From a simple beginning back in October, 1949, when the Center, consisting f several old Army barracks at Camp Butner converted into living quarters for 0 boys, was opened, it has grown into thriving community with accommodaions for 100 young men.

The Center, first of its kind in the State, was set up jointly by the Prisons Department and the State Hospital Board f Controls to care for youthful, white law ffenders between the ages of 15 and 25. The median age is 19-20 years.

Proof of its phenomenal success in traightening out youthful first offenders s its low rate of returnees. It is estimated hat no more than seven per cent have ince tangled with the law and been eturned to prison.

Appropriately enough, the Youth Center vas dedicated the "Umstead Youth Center" in honor of State Representative John W. Umstead who was instrumental n pushing legislation to set up the Center.

The Rev. Sam Harness, pastor of the Fuller Memorial Presbyterian Church started the dedication ceremonies with an invocation before luncheon for the 200 or more assembled guests. After lunch in he big gymnasium which was built by he Army and since turned over to the Center, the crowd adjourned to the dedicaion site on the tennis courts where a platform had been set up for the distinguished guests. Among the guests were several "graduates" of the Center who returned for the dedication ceremonies. Since their release from the Center, they have been leading busy, useful lives in the workaday world.

President Henry S. Lougee of the Durham Civitan Club welcomed the guests. Mr. Tyree Woods, chairman of the Umstead Youth Center Committee introduced the special guests. Dr. William McGehee, chairman of the Prison Advisory Council; State Representative John Umstead, Chairman of State Hospital Board of Controls; Dr. Ellen Winston, Commissioner of the State Board of Public Welfare; and Blaine M. Madison, assistant director of Prisons in charge of rehabilitation and training; spoke to the group. Governor William B. Umstead delivered the principal address. He commended his brother, John Umstead, for his zealous work for years in bettering institutions and schools throughout the State. Mr. Lougee presented the United States Flag to Superintendent James Waite. The VFW Color Guard of Durham raised the flag.

After years as a counselor with the Domestic Relations Court in Raleigh, James Waite was offered the position of heading up the new Youth Center. With no precedent to follow, no similar prison establishment to study, Waite through trial and error has slowly evolved a working organization for the Center. He has gathered an inspired group of men to help him in ministering to the boys. The assistant superintendent is Robert Jones. The rehabilitation and guidance staff consists of Lawrence Kincaid in charge of recreation and athletics; William Smith deals with administration; Albert Wadford, in charge of maintenance of buildings and grounds; Alfred Wilson, Jr., in charge of religious instruction and property supervisor; Dr. John W. Wagner, medical officer; William C. Thompson, director of eduction; and Robert G. Kellogg who is in charge of classification. Mrs. Christine Williams is secretary.

Second Chance

The Youth Center affords the young, white first law-offender a second chance as well as an opportunity to find himself. Waite and his staff of counselors strive to instill in the boys an affectionate respect not only for them but for others in the community. The staff realizes the basic desire in most people to feel approved by their fellow human beings so they help the boys to want to be approved.

The boys come to the Center with sentences from one year through life for crimes ranging from misdemeanors through felonies. Upon arrival, a new prisoner is assigned two "big brothers", boys who are already acclimated to life at the Center, who show him around and familiarize him with the rules and regulations. The new arrival is given mental and personality tests and then assigned work on the Butner farms. Regular progress reports are kept on each boy. Individual counselling by the staff members is stressed. Regularly the counselors meet and review progress of each boy.

Honor System

A demerit system similar to the rules of any boys' school is used. Infractions of these established rules of conduct mean a loss of privileges for the offender. A serious infraction of rules can mean shipment of the boy to a road camp. Although there are no bars or fences, each boy soon learns that should he escape there is no return to the Center for him.

Since the Butner Youth Center is jointly controlled by the Prison Department and the State Hospital Board of Controls, the boys are assigned in teams under a hospital foreman to work on the Butner farms, at the water purification plant, in the boiler room. They also help the carpenters and electricians to keep the Butner community with its own water system, police and fire departments, in repairs.

During World War II, the Government bought up 30,000 acres and established Camp Butner, one of the largest military hospitals in the country.

Since that historic day back in 1949 when the Center was opened, an expansion program has seen the construction of a compact administration building with staff offices, a small dispensary and a clothing supply office where each boy is assigned clean fatigues every day. Back of the administration building and connected by a covered walkway are two one-story dormitories with accommodations for 50 boys in each. The boys eat in a clean dining hall.

Still abuilding is the new recreation building where leatherwork and carpentry will be taught. There'll be a canteen, pool tables, ping-pong tables, barbershop and a darkroom for the camera enthusiast.

Chapel to be built

The last building to be built will be the religious and education building. Soon the boys will have a chapel of their own. Instead of attending Sunday School and Church at churches in nearby towns, the boys will be able to hold their services right at the Center. There'll be a library and classrooms in this building.

Twice a week classes are held at night. Instruction ranges from illiteracy classes through the 12th grade in high school. Waite and his counselors hold open forums on topics ranging from patriotism, narcotics, citizenship, new changes in prison policy, American heritage through alcoholism. Importance of these discussions is to guide the boys into a new sense of values and to remold their attitudes. Some nights, visual aid films (borrowed from the University of North Carolina library) are shown.

Sports play an important part in teaching the boys teamwork and sportsmanship. The Center has its own baseball, touch football, and basketball teams which play outside teams in the Butner area. The boys have a hill billy band which plays on occasion for civic groups.

Dunn Protest Heard

The three State Highway Commissioners—Forrest Lockey of the Eighth, C. Heide Trask of the Third, and H. Maynard Hicks of the Second— assigned by Chairman Graham to hear protests to plans for routing US 301 past Dunn voted after a hearing in Lillington, November 20, to let the plans stand unchanged.

Harnett County residents, businessmen and county and town officials attended the hearing. Tourist court operators claimed the proposed relocation of US 301 to by-pass Dunn would hurt business.

Chief Counsel R. Brookes Peters explained that the law gives local government boards affected by highway changes the right to file formal protests within 30 days after a map showing the proposed changes is posted. If no protests develop, the plans go into effect. When there are protests, then the Highway Commission holds a public hearing.

The Dunn by-pass, part of a master plan for rebuilding US 301 across the State, was worked out in line with requirements established by the U. S. Bureau of Public Roads. US 301 has been designated by the Federal agency as part of the inter-regional highway system which requires broad 260-foot rights-of-way, divided lane pavements, separated grade crossings, service roads and limited access restrictions.

Chief Engineer W. H. Rogers, Jr., told the Lillington hearing the federal government wants the inter-regional highways started immediately. It has asked that they be given top priority over all other highway construction. The standards are so high that inter-regional highways cannot be run easily through towns. This is why the Commission must by-pass Dunn and other towns along US 301.

Rogers said 301 will eventually resemble one of the newer toll turnpikes. The two main traffic lanes will separated. Turn-offs will be limited, and traffic will be able to leave and enter the road only at designated points. This must be done to handle the through traffic inter-regional roads must handle. Safety is another important factor.

When the work is finished, US 301 will run to the east of Kenly, Micro, Selma, Smithfield, Four Oaks, Benson and Dunn. The Dunn by-pass will leave present highway south of Dunn and lead past town to the Johnston County line at Mingo Creek. It will join another road project which is now in the planning stage and be carried north.

Lockey was chairman of the hearing panel The hearing was handled so tactfully by the three commissioners and the engineering staff that no further complaint has been made by the Harnett County Commission.

C. A. Hasty, Commissioner of the Sixth, sat in on the hearing with L. E. Whitfield, division engineer, and J. W. Spruill, assistant division engineer.



The assistant chief draftsman in the roadway design department is Raymond McGowan. Among the recent major projects he has designed are the Old Fort-Ridgecrest road, Lee Street and Ivy Street work in Greensboro, Western Boulevard and the Dawson Street work in Raleigh. His main job is to check the finished roadway plans.

After gradnation from Clemson with a civil engineering degree, "Mac" worked four years with the South Carolina Highway Department. He has been with the N. C. Highway Commission in roadway design for 16 years. Dnring World War II, he spent four years as a plant engineer for the Newport News Shipbuilding and Drydock Company in Norfolk, Va.

His wife is the former Mildred Butts of Lillington. They live at 3301 Georgian Terrace in Raleigh.

Policy Clarified

Chairman Graham recently clarified the Commission's policy in regard to building access roads to industrial plants. He said the policy for road building is no different for new industry then for established plants.

North Carolina, he explained, has many good plant sites along side roads already built, but if a manufacturer wants to go off into a remote section without access roads for some reason, such as reaching a water supply, the State will provide a rock road during construction.

Then when the plant has become a "citizen" of North Carolina and has workers wanting to move to and from the plant, with developing transportation needs, the Commission will provide whatever type of road is justified.

The older, established plants have the same approach to the State and will be treated as new plants. They have not been requesting access roads because they largely have the roads they need.

Grading Completed

The grading and structures on the 11.8 mile relocation of US 29 and 70 between Groometown and Thomasville was completed in November.

Total cost of the "largest grading job ever let in the Piedmont" was set at $2,004,694. Kiker and Yount, Inc., of Reidsville did the grading which cost $489,433. Contracts for the structures were let in two segments. John H. Brinkley of Thomasville and W. F. Brinkley of Granite Quarry built the bridges, underpasses and culverts for a total cost of $864,836.

Right-of-way cost $515,000 for the proposed 24-foot dual lanes with a 30-foot grass plot between. A ten per cent fee for engineering and contingencies of $135,425 pushed the total grading project above $2,000,000.

Unusual features of the project are the 260-foot right-of-way, the even greater width at intersections, and the limited access to the highway. These high engineering standards conform with the requirements of the U. S. Bureau of Roads.

According to Division Engineer T. A. Burton, the grading project involved the moving of 1,600,000 cubic yards of earth. Because of the uneven terrain, highway fills were as deep as 94 feet and cuts were up to 110 feet.

No provision has been made as yet for paving the section from Groometown to the northwest edge of Randolph County, three miles east of Thomasville. It has been estimated that the paving would cost at least $5,500,000.

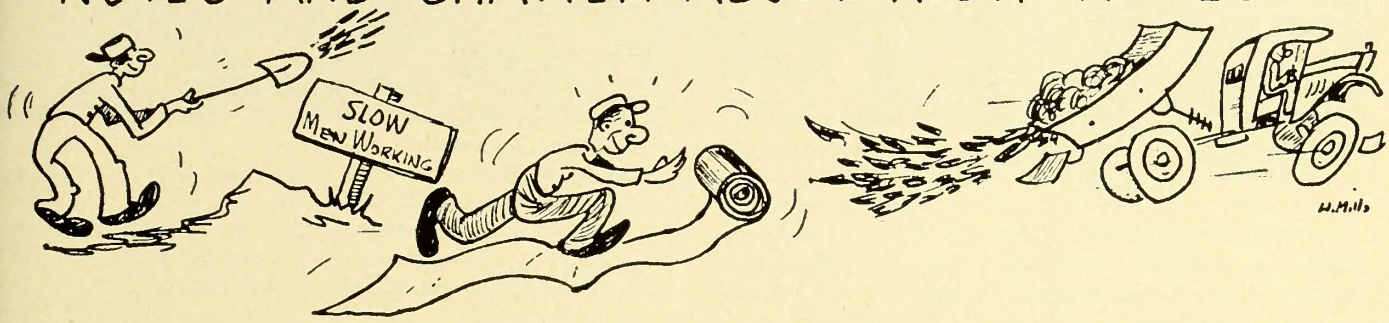
The grading contract on the gap between Groometown and US 421, south of Greensboro, will be let soon.

Grading is rapidly nearing completion on the proposed section of US 70 between US 421 and a point just east of Efland. The stretch from Efland to the western end of the Groometown segment will be 55 miles long,

Just east of US 421 and south of Greensboro, the project will take US 29 north and connect with Greensboro East Lee Street—Ivy Street project which will go through ORD to reach US 29.

TAR WHEELS

NOTES AND CHATTER ABOUT HIGHWAY PEOPLE



DIVISION ONE

SHIRLEY CALLIS
Division Correspondent

CONSTRUCTION has just started on the new division equipment shop on US 17 near Hertford.

HIGHWAY men in the First have been spending all their spare time hunting ducks and geese . . . So far, luck has been with them.

OUR SYMPATHY to *L. R. Jennings* and his family in the recent death of *Mr. Jenning's* father.

CARLTON BAUER of the Equipment Department has recently been made a director of the Elizabeth City Kiwanis Club . . . We know he will do a good job.

THREE new babies have arrived in the First recently . . . *Mr. and Mrs. Leslie Lane* have a new little girl; *Mr. Lane* is a shovel operator in District One . . . *Mr. and Mrs. Miles Spain* announce the birth of a baby son . . . And section foreman *E. H. and Mrs. Hill* of Como are pleased over the birth of a daughter at the Louise Obici Memorial Hospital, September 25.



Little Susan Wooten came calling on her daddy, Kenneth Wooten of the highway legal staff. Her mother, Dr. Jane Herring Wooten, recently brought her up to the Raleigh highway building for a visit.

SEVERAL folks have been ailing . . . *H. P. King* was out sick, but he is improving at his home in Roduco . . . *Mrs. W. W. Wheeler*, wife of the maintenance supervisor, has returned to her home in Conway after a few months stay in the East Carolina Sanitorium at Wilson . . . *E. R. White*, section foreman of Colerain, is confined to his home after a recent accident . . . These good people have returned to their respective homes after being patients at the Roanoke-Chowan Hospital in Ahoskie: Section foreman *J. L. Collier* of Murfreesboro, truck driver *R. F. Liverman* of Ahoskie, Mrs. Elva Harris (wife of truck driver *J. C. Harris*), Mrs. Josephine B. Askew (wife of section foreman *W. B. Askew*), and Mrs. Mary G. Sumner (wife of gang foreman *G. W. Sumner*) . . . *Rudolph Hill*, machine operator, has returned to work after a stay in the Bertie County Memorial Hospital in Windsor.

DIVISION TWO

JASPER L. PHILLIPS
Division Correspondent

ASSISTANT DIVISION engineer *Jasper L. Phillips* is rapidly proving his ability in another field . . . In October, he delivered the Sunday morning sermon, in the absence of the pastor, at the Snow Hill Methodist Church . . . Then in November, he filled the pulpit in his own church, the Queen Street Methodist Church, in Kinston, while his pastor was away at conference.

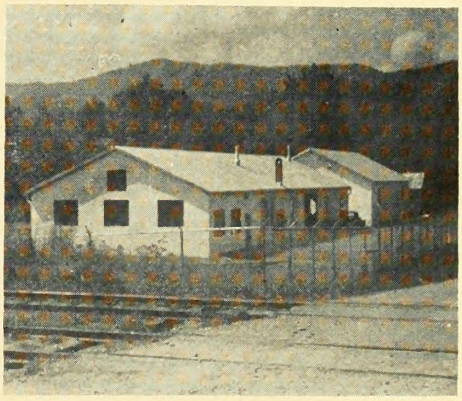
MR. AND MRS. *E. G. Woolard* announce the birth of a son, David Wayne, November 21.

MR. AND MRS. *L. M. Gurkin's* baby son, who was born in October, was recently hospitalized for a few days.

L. F. WATERS and *E. D. Credle* returned empty-handed from an Armistice Day hunt in Hyde County.

VACATIONS . . . *Mrs. Carl Abee, Jr.*, recently spent several days in Norfolk visiting relatives . . . *Mr. and Mrs. J. L. Briley* and friends recently motored to Conneticut and stopped in Baltimore and Long Island to visit friends . . . Other vacationists were: *S. V. Catlett, D. R. Ellis, F. L. Joyner, Julius Joyner, L. W. Rowe, W. E. Smith*, and *I. E. Stowe*.

THELMA EXUM, secretary to the division engineer, has returned from Washington, D. C., where she visited her sister who has been critically ill for some time.



Last spring a 30 x 40 feet extension was added to the district shop at Andrews. Completion of the new concrete block store room makes the total floor space 10 x 40 feet. Highway equipment from Cherokee, Clay, Graham, Macon, Swain, and Jackson counties is serviced here. L. B. Womack is the district mechanic.





The Durham County Highway Employees recently enjoyed a Ladies Night at the Durham Police Club on Lake Michie. Division engineer and Mrs. H. D. Irving along with Mr. and Mrs. M. T. Adkins attended. Kirk Duncan was chief cook on the barbecue and brunswick stew. Square dancing finished up the evening. From left to right see, Kirk Duncan, Charlie King, Fred Luxton, and R. C. Hudson ladling out the barbecue. In the next picture from left, are Mrs. Lillie Sparrow, John Monk Webb, Mrs. Neda Branch, and Henry Alford. Square dancing are Mrs. Mattie Hall, C. W. Crissman, Mrs. Robert Chandler, and Walter Mangum.

Everyone enjoyed the dinner and evening.

IT'S GOOD to see *R. E. Smith* back on the job after being hospitalized for a sinus operation . . . Nice to have *Anne Askew* back at work after being out with a severe cold . . . *R. G. Gregory* of the Right-of-Way Department underwent an appendectomy, November 24, and is doing fine . . . *Mrs. W. C. Peed* is convalescing at home after a two-week hospital stay . . . Others on the sick list include: *L. C. Bunch, Jr., W. P. Jenkins, Leroy Parsons,* and *R. M. Spear.*

S/SGT. GORDON GIBBS, son of *J. G. Gibbs* (senior Right-of-Way Engineer) arrived home from Okinawa just in time to eat Thanksgiving dinner with his family . . . Gordon is home until January 5.

H. H. WESLEY and *C. W. Snell, Jr.,* attended the Notre Dame-Carolina football game in Chapel Hill, November 14.

WE ARE SORRY to learn of the death of C. C. Carawan, brother of *Cleatus M. Carawan.*

MRS. ROOKIE WALKER was honored November 23, by a stork shower . . . She received many beautiful and useful gifts for the little stranger expected in January.

DIVISION THREE

IRENE L. WORLEY
Division Correspondent

THE NCSHEA had several important meetings in October . . . On the ninth, the Sampson County employees entertained their wives and out of town guests at a barbecue supper . . . On the 30th, the Duplin County employees treated their wives and out of town guests to a barbecue supper also.

OUR SYMPATHY to the family and friends of *J. C. Adams, Sr.,* who died of a heart attack on Thanksgiving afternoon . . . *Mr. Adams,* a Highway Inspector III, lived in Clinton . . . And to *G. S. Simmons* in the loss of his father, October 12.

SECTION foreman *H. B. Gaddy* retired on disability, September 1.

RESIDENT Engineer *W. C. Cooper* enjoyed a restful vacation of a few days enjoying his new television set.

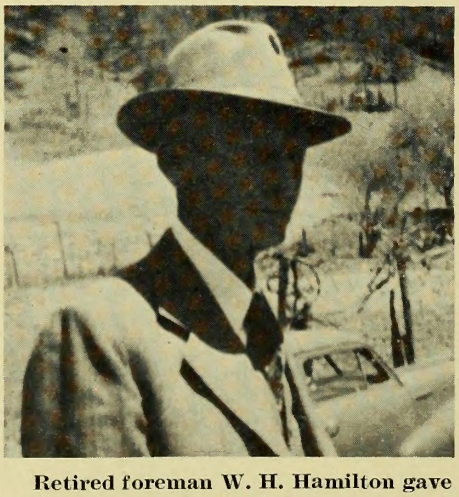
MRS. CHARLOTTE M. WALLACE and family spent Thanksgiving week with relatives in Florida . . . They took their time and saw the sights along the way . . . She took two nieces and a nephew with her and they really enjoyed the trip.

MR. AND MRS. *T. T. Carroll* announce the marriage of their daughter, Bett, December 19 . . . Bett was married in the Presbyterian Church of Clinton.

C. C. WOOD is convalescing at home after a recent stay in the hospital with a back injury.

RIGHT-OF-WAY engineer *A. Z. Williams* was out sick for several days.

A. J. PATTERSON of Kenansville is all smiles since the recent birth of a new daughter, Andrea.



Retired foreman W. H. Hamilton gave many good years of service to the Commission. He's proud of his son, Boyd Hamilton, who is Division Equipment Superintendent of the Fourteenth.

DIVISION FOUR

WADE H. PRIDGEN
Division Correspondent

CONGRATULATIONS to *George Sakas* on his recent engagement to Kate Polier of Raleigh . . . Mr. Sakas is an engineering aide with Location.

DAVE HANCOCK of the Location Department has an unusual hobby . . . While listening to the radio, he shells pecans . . . Last year, *Dave* estimates he shelled at least 100 quarts.

CONGRATULATIONS are in order to *George Brinkley,* division mechanic, who made "Who's Who in American Colleges" at Atlantic Christian College.

DIVISION FIVE

J. W. JENKINS
Division Correspondent

THE GRANVILLE County chapter of the NCSHEA had Ladies Night, November 20, at the Oxford Grade School gym . . . Barbecue and brunswick stew were served . . . Many of the highway wives and children attended . . . Visitors included *M. T. Adkins, J. H. Alford, C. W. Crissman, Mr. and Mrs. E. A. Sloan,* and *Mr. and Mrs. Kirk Duncan . . . Roy Beard* was on the sick list so he and his wife could not be present . . . Everyone had a good time.

OUR DEEPEST sympathy to Foreman *Elvin Lumpkin* in the death of his mother . . . To *Grover C. Ellis* in the death of his father, November 14 . . . To the family of *Bryan Tilly,* a temporary truck driver who died from a heart attack, November 20, on his way home from work . . . And to *Section foreman and Mrs. L. T. Shearin* in the recent death of their son and only child.

THE WELCOME mat is out for the new

Durham County prison supervisor, *M. S. Hodges*.

THE SICK LIST . . . Maintenance supervisor *Kyle Jones* was confined to his home with flu . . . *Roy Beard* and M. O. (M. G. O.) *J. R. Blackwell* have been sick at home . . . *A. C. Collier*, motor grader operator, suffered a hemorrhage and was sent to Warren General Hospital . . . And *F. W. Aycock*, section foreman, is convalescing at home from a recent operation at Parkview Hospital in Rocky Mount.

CONGRATULATIONS to the proud parents . . . *Mr. and Mrs. A. T. Ayscue* announce the birth of a son, November 18 . . . *Mr. and Mrs. M. W. Stevenson* have a daughter who was born November 6 . . . And *Henry R. Hicks* is the father of a little baby boy who was born November 27 . . . *Ayscue* is a gang foreman; *Stevenson*, a section foreman helper; and *Hicks* is a pan operator.

AFTER RECENT operations, *C. M. Harris*, (M. G. O.) and *H. B. Tilly*, gang subforeman, are both back on the job again.

RECENT vacationists include *Sam H. Averette, J. R. Blackwell, E. B. Critcher, H. L. Henley, L. L. Reece*, and *W. R. Rutledge* . . . From all reports, they had good vacations.

DIVISION SIX

CLARA MORAN
Division Correspondent

CUMBERLAND County Prison Camp has a new camp mascot, an old gray mule . . . Dogs are his pet peeves; if a hound happens to get inside the camp fence, the old mule chases them out on the double . . . When the mule gets locked outside the camp, all he does is rattle the gate and someone turns him in . . . Right smart critter, even if he is a mule.



Little Donald Ellis Whitmire was only four months old when this picture was made. He's the son of Mr. and Mrs. Howard Whitmire of Brevard. His dad is a foreman in Transylvania County.

THE TOWN of Red Springs gave a fish fry at the high school, November 18, honoring the highway employees who worked on their city streets . . . About 25 highway folks were present . . . Commissioner *C. A. Hasty* was a special guest . . . It was a most enjoyable affair.

OUR SYMPATHY to *J. L. Memory*, Bladen County section foreman, in the recent death of his brother . . . And to *Charlie Powers*, section foreman in Robeson, in the death of his wife on Thanksgiving Day.

DONALD L. COOPER of the Fayetteville Construction Department was recently married to Olive Brown of Stedman . . . They are making their home in Stedman . . . We wish them much happiness.

FOOTBALL FANS . . . *Charles Land* of Construction went all the way to Atlanta to attend the Duke-Georgia Tech game . . . Supervisor *Roy McKeithan* and his wife made a trip through the snow to see the Duke-Navy game in Baltimore; it only rained all the way to Atlanta for the Duke-Tech game.

DICK PREVATT has moved his family into a fine new home at Pine Crest Circle, near the Lumberton Country Club.

RAY THORNE visited the division office and Construction Department over the Thanksgiving holidays . . . Ray, a State College senior, formerly worked as an engineer in Construction.

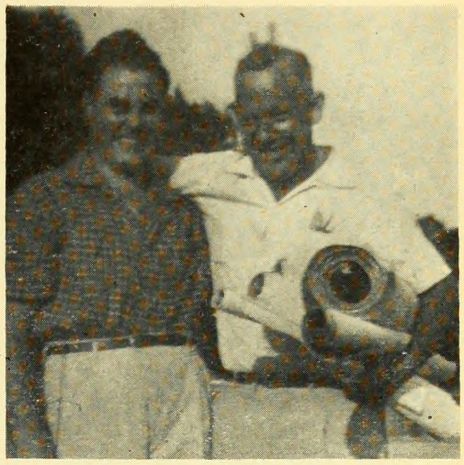
GUARD *Radford Fann* of the Cumberland County camp is sporting a recent purchase, a shiny 1953 Ford . . . We know he will receive much pleasure from his new car.

THE SICK LIST . . . Inspector *J. O. Brown* is now out of the hospital and recuperating at his home in Whiteville . . . He was working temporarily in Fayetteville prior to his illness . . . *H. H. Ward*, Bladen County maintenance, was out a few days due to an illness in his wife's family . . . *M. C. Page*, Bladen County section foreman, returned to work after an operation and six weeks absence . . . We hope all these highway folks are well on the road to recovery.

THE MAINTENANCE employees of Bladen County and their wives enjoyed a delicious barbecue supper on Friday night, October 30.

ALONZO PETERS, superintendent of Bladen County prison camp, recently retired after 12 years service . . . *Mr. Peters* suffered a stroke 18 months ago and had been unable to work since . . . He will live with his son in Dunn . . . *D. T. Clark*, formerly a steward, has been appointed the new superintendent.

LATE VACATIONS . . . *Bill White* took his family to spend Thanksgiving week with his wife's people in Rocky Point . . . *Bill* is in Road Oil . . . Bridge supervisor



"Tony" Vazzana, on the left, is quite an artist with a piano keyboard in front of him. He was recently married to Alma Moore, secretary in the Fourth Division office. Resident engineer Frank Martin, on the right, now has offices in Rocky Mount.

Guy W. Moore, camp supervisor *Robert Hooks*, office engineer *Stephen F. Ammons*, and secretary *Jackie Russ* have all taken a few days off this winter . . . Division shop mechanic *J. M. Arthur* drove his family to Gainesville, Florida, to see the new grandson, Eric Arthur Jones . . . *Mrs. Jones* is the former Betty Sue Arthur who worked in the division equipment office before her marriage . . . Another division shop mechanic, *J. L. Stephens*, took his wife to visit relatives on the east coast of Florida in November . . . And the *J. L. Thaggards* vacationed in Florida for a week . . . *Mr. Thaggard* is prison camp superintendent in Fayetteville.

GILBERT HUMPHREY, Construction department in Fayetteville, and *Mrs. Humphrey* spent a week recently in Pittsburgh visiting his sister . . . They travelled on the N. C. Parkway and the Pennsylvania Turnpike . . . On the way back, they stopped over in Washington, D. C., for two days.

DIVISION SEVEN

J. W. JENKINS
Division Correspondent

THE MEN of the Construction Department recently gave a party at Logan's Cabin . . . The wives were special guests.

CARL WEBSTER and *Williard Perry*, both Construction men, spent their Thanksgiving holiday bird hunting . . . *Mr. Webster* hunted near Dunn while *Mr. Perry* went to Burgaw.

MR. AND MRS. *J. B. Taylor* are mighty pleased with their new brick home on the Chapel Hill-Greensboro Road . . . They just recently moved in and are still getting



Mrs. James W. Edwards, better known as "Dot", is the new stenographer clerk in the district office in Washington. She replaces Mrs. Peggy Walker who resigned December 4.

Dot started to work with District Engineer H. H. Wesley back in October. The District is proud to have Dot with them and hopes she will enjoy her work.

After graduation from the Charles L. Coon High School in Wilson and Hardbargers Business College in Raleigh, Dot was employed by the Carolina Power and Light Company and then by the N. C. Employment Security Commission in Raleigh.

Dot, her husband who graduated from State in June, and their two-year old son moved to Washington in July. Her husband is the Assistant County Agent.

settled . . . *Mr. Taylor* is road maintenance supervisor in the First District.

WE ARE GLAD to see *Ira O. Cooke*, mechanic foreman in the First District, back at work after an operation at the Alamance County Hospital.

OUR SYMPATHY to *Kenny D. Reagan* of Caswell County in the death of his father . . . To *H. D. Wannamaker* in the death of his mother-in-law in St. Matthews, South Carolina . . . To *C. D. Brittain* in the death of his mother-in-law near Florence, South Carolina . . . And to *Harvey Blackwell* in the death of his father who was in Duke Hospital.

DISTRICT engineer *L. H. Gunter* recently spent a few days visiting in New Jersey.

MEMBERS of the Caswell County chapter of the NCSHEA recently had a barbecue.

NOVEMBER 25, a meeting of the district engineers and maintenance supervisors was held in the Seventh Division office . . . A lengthy discussion was held on right-of-way, roadside development, landscape work, and personnel . . . Among those present were Division Engineer *T. A. Burton*, Commissioner *J. Van Lindley*, Assistant Division Engineer *P. L. Welch*, District One Engineer *L. H. Gunter*, Maintenance Supervisor *C. E. McLeod*, Maintenance Supervisor *Clarence Walters*, Construction Foreman *J. B. Taylor*, Maintenance Supervisor *J. G. Royals* . . . District Two was represented by District Engineer *W. W. White*, Maintenance Supervisor *R. S. Thomas*, Maintenance Supervisor *J. M. Morton*, Construction Superintendent *J. I. Lynch, Jr.*, Sign Supervisor *L. H. Wilson*, Road Oil Supervisor *J. M. Hough*, Right-of-Way Engineer *C. S. Hartsock*, Junior Right-of-Way Engineer *Jack Bowman*, Prison Supervisor *J. M. Barnes*, and Bridge Maintenance Supervisor *K. R. Scott* . . . The Raleigh office sent Landscape Engineer *F. H. Brant*, Principal Right-of-Way Engineer *T. B. Wilson*, Highway Personnel Director *Earl Crump*, and *D. F. Worley* of the Bureau of Public Roads . . . Another meeting will be held soon to discuss other phases of highway administration.

IT'S GOOD to see *D. B. Thomas*, Division Mechanic, back at work after a recent illness.

STENOGRAPHER *Elizabeth K. Wyatt* of the Right-of-Way Department recently visited her sisters, Mrs. E. Raymond Nugent and Mrs. S. D. Nunnaly of Petersburg, Virginia . . . While there, *Mrs. Wyatt* attended the 50th wedding anniversary of her aunt and uncle, Mr. and Mrs. J. B. Clarke of Alberta . . . A reception was held in the Brunswick County Country Club.

DIVISION EIGHT

EDWARD C. DARDEN
Division Correspondent

JAMES GREGSON, popular high school student and son of a highway employee, was made Junior Kiwanian of the month in Asheboro.

L. M. MITCHELL just moved his family into a new home in Asheboro.

CHARLIE BURGESS is the new stock clerk in the division shop.

FOUR MEN from the Eighth have recently been hospitalized for operations . . . *Roy Baker* was in a Rock Hill, South Carolina hospital; Locating party chief *C. R. Dodson* was in the Lee County hospital; *Fred Beck*, Engineer III, was in Moore County hospital; and *Harold McMillan* was confined to the Scotland County hospital.

JOAN RICHARDSON, stenographer clerk in the division office, resigned December 1, to accept similar work with Carolina Power and Light Company in Asheboro.

DISTRICT Mechanic *W. P. Tatum's* daughter, Ruth, was married November 7, to Asa Gunter of Sanford.

DIVISION NINE

R. B. FITZGERALD
Division Correspondent

ROAD OIL supervisor *Walter Pugh* took his wife and young son to Baltimore for a Thanksgiving visit with relatives . . . The Army-Navy game was on their schedule . . . You'll have to see *Walter* for details of the trip.

THE NEW Ninth Division Sign Shop is now in operation . . . Construction of the shop was started three months ago . . . The boys used stumps for work benches, but the quality and quantity of the work was above par as usual.

MRS. MARIE BRACEY, steno-clerk in District Two, received her sheepskin from Draughon's Business College at a graduation ceremony held at the Robert E. Lee Hotel several weeks ago . . . Congratulations, *Mrs. B.*, we will see what can be done about a frame for it.

JAMES WALL, sign department employee, left the ranks of the single recently . . . *James* and his charming bride are ensconced in a new home at Pine Hall Cross Roads.

R. L. "OLD FOLKS" CHEW, district engineer at Winston-Salem, and his family spent Thanksgiving with his in-laws at Clarkton . . . Reliable sources report that *Bob* ate all he could and what he couldn't, he brought back.

OUR SYMPATHY to *Russell Flinchum*, machine operator in Stokes County, whose father died November 29 . . . And to gang foremen *T. J.* and *J. C. Williams* in the death of their mother.

E. M. NEAL, road oil foreman, has been



Two highway employees in Warren County Maintenance played important roles in a "womanless wedding" which was recently held in Macon. Bridesmaid A. C. Collier is a motor grader operator while ring bearer D. A. Grissom is yard foreman and store keeper.



The Twelfth Division Equipment Department held their annual family party Saturday afternoon, October 17, on the lawn of the equipment office. Barbecue was served. More than 70 folks were on hand for the dinner and fellowship.

eased from City Memorial Hospital . . . ig Un" will soon be "Little Un" accord- g to his doctor who told him to bring s weight down from 312 to 190 pounds!

BETTY JEAN WILES, secretary in the vision office, recently returned to work er a few days illness.

B. C. THOMPSON, Right-of-Way engi- er, is making plans to move his family m North Wilkesboro to their new home N. Sunset Drive in Winston-Salem . . . e are happy to know that *Burt* and his nily will soon be with us . . . They lived North Wilkesboro for many years.

G. W. Hedrick, gang foreman in David- n County, retired September 1, due to health.

AFTER 18 years of highway service, *L. Agner*, machine operator of Rowan unty, plans to retire December 31.

RAY CROUSE, temporary truck driver Davidson County, is home from the spital . . . He was seriously hurt in a llision on the Yadkin River Bridge in tober . . . He's much better, but still s a lot of mending to do . . . He won't able to work for another three or four nths.

OUR GET-WELL wishes to *Mrs. Isaac well* who was hurt by a car recently . . . e hope she'll soon be home from the spital . . . Her husband is a mechanic the district shop at Salisbury.

DIVISION TEN

CHARLES R. SMITH
Division Correspondent

RALPH ALDERMAN and *C. L. Lowder* report that the new equipment shop at Mt. Pleasant has been completed and is now in operation.

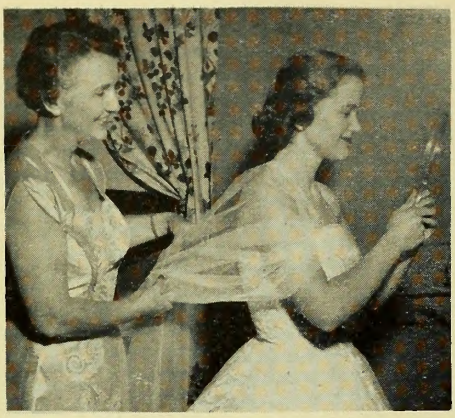
EARL J. BRINKLEY of the equipment department took off with two of his hunting buddies for their annual pheasant hunt in South Dakota . . . Their trip was both pleasant and profitable as they brought home their quota of pheasants . . . Some of *Earl's* friends at the shop have been making quips about "good chicken shooting" just back of their houses, right here in Carolina.

GET-WELL WISHES go to *S. L. Thomas* who is taking a long rest on doctor's orders . . . To *J. M. Byrd*, section foreman, who was painfully injured when a joint of concrete pipe fell on his foot, breaking several bones . . . To *J. H. Cranford* and *C. H. Lowder*, maintenance employees, who were seriously ill in the Stanly County Hospital . . . To *Harvey D. Hunt* of the Charlotte Maintenance Department who is now convalescing after a recent illness . . . To *J. A. Mills* of Cabarrus who has been sick . . . To *W. C. Tucker* of Charlotte Construction who has been ill . . . To *Ed Lipscomb* of Mecklenburg and *R. L. McEachern* of Cabarrus who had pneumonia . . . To Mecklenburg Maintenance Supervisor *Bob Brown* who was hospitalized but should be home soon . . . And to *Mrs. J. F. Blythe*, wife of the Mecklenburg County Supervisory Foreman, who has been in the hospital . . . We hope all these good folks will soon be well again.

WE'RE GLAD to see *Robert F. Morris*, sign painter, back working regularly . . . He has been on periodic sick leaves since February . . . We hope the treatments at Charlotte and Albemarle Hospitals will cure his hip and back ailments.

OUR BEST wishes go to four sets of new parents . . . A daughter, Sharon Ann, was born November 5, to *Mr. and Mrs. Frank Russell* . . . Sharon's mother is the secretary in the Right-of-Way office at Albemarle . . . The stork recently delivered a daughter to *Mr. and Mrs. H. A. Eudy* of the Maintenance Department . . . *Mr. and Mrs. A. H. Hall* announce the birth of a son, Michael Alex, October 22 . . . The *B. L. McEacherns* of Cabarrus are all smiles since the arrival of their seven and one-half pound baby boy.

OUR SYMPATHY to *James C. Morgan* in the death of his grandmother; she had been completely helpless since last spring . . . To the family and friends of *C. A. Mabry* who died November 18; he was patch foreman in Stanly County for many



Mrs. Jim Councill of Boone adds the finishing touches to Martha's dress just before the 1953 Terpsichorean Debutante Ball in Raleigh last September. Martha is a student at Duke. Her father is division engineer of the Eleventh Division.

years . . . To *John Bost* of Mt. Pleasant in the recent passing of his brother, T. M. Bost, of Durham . . . To *S. P. Helms*, division prison supervisor, in the death of his father, Hugh E. Helms, of Wingate, November 25; Mr. Helms was 75 years old . . . And especially to *James H. Flake* of the Road Oil Department in the recent deaths of three members of his immediate family . . . His father and his brother both died with heart attacks; his only sister was killed in a wreck.

VACATIONS . . . *Division engineer and Mrs. M. E. Beatty* returned November 1, after a month's tour that took them through the eastern, mid-western and south-western states to California . . . *Mr. and Mrs. Curtis Long* made an extensive southern trip to visit their son, Lt. Robert G. Long, and his wife; Lt. Long is stationed with the Air Force at Mobile, Alabama . . . The *W. A. Littles* toured Florida and Cuba; they really enjoyed Cuba but they wouldn't make it their home . . . *J. B. Pridgen* spent a quiet week of vacation at his home in Salisbury . . . *I. L. Gaddy, W. E. Carter* and *M. A. Smith* are planning to take time off to reduce their accumulated annual leave . . . The *C. G. Bradfields* took time out to see their son off for overseas duty: Lt. C. R. Bradfield was recently transferred with the U. S. Armed Forces . . . Many Stanly maintenance employees are taking advantage of the hunting season to cut down on their accumulated vacation; among these are *B. B. Poplin, D. K. Lowder* and *P. C. Austin* . . . *L. A. Morton* and *J. A. Tucker* of Road Oil spent the week of November 16, in Florida . . . The following Road Oil men have been enjoying vacations: *J. H. Allen, W. V. Hudson, C. B. Maness, W. H. Marsh, J. N. Mauldin, S. C. Mauldin, H. G. Mitchell, C. R. Ridenhour, Hoyle Ridenhour, H. B. Sikes*, and *J. E. Tucker.*

MECHANIC *R. L. Moss* of Albemarle has recently moved his family to a new home in Porters, a community five miles south of Albemarle on US 52 . . . Motor grader operator *P. G. Hatley* has settled his family in a new residence at Frog Pond, a community several miles west of Albemarle on NC 27.

THE FOLLOWING highway men have transferred from Road Oil to Landscape: *J. C. Lee, R. P. Lee, N. M. Morgan, E. C. Smith, M. R. Morton, J. H. Harkey, W. B. Carver*, and *G. F. Starnes* . . . *W. G. Wilder*, highway inspector II, who had been acting road oil foreman also transferred to Landscape.

THANKSGIVING . . . The *W. J. Murrays* took their son to spend the Thanksgiving holidays with *Mr. Murray's* father in Burgaw . . . *C. H. Faggart* of Maintenance and *N. L. (Pete) Lockhart*, superintendent of Mt. Pleasant Prison Camp, spent all day fishing at Lake Waccamaw, without any luck . . . Upon their return home, *Faggart* commented that it was the first time he had ever fished in the ocean . . . *Lockhart*, in amazement, replied that it was just a lake . . . "Well, that is the most water, *to be a lake*," said *Faggart* . . . *R. M. Williams* of Cabarrus spent his Thanksgiving Day butchering a 450 pound hog.

FISHERMEN . . . *G. K. Tyson* has spent several week-ends fishing the Inland Waterway near Southport . . . The boys say he's laying in a winter supply of fish . . . *W. M. Crowder* is just back from a ten-day trip to DeLand, Florida . . . *Tom Staton* of Construction had a fine deep sea fishing trip off the coast of Myrtle Beach; he brought home 42 black bass!

DIVISION ELEVEN

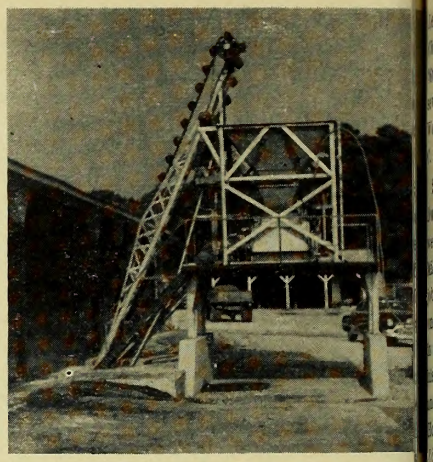
CORA LEE McLEAN
Division Correspondent

OUR BEST WISHES go with *W. S. Reynolds* who retired November 1, after 22 years of faithful service with Maintenance.

MOTOR grader operator and *Mrs. G. C. White* are the proud parents of a baby girl who was born October 15, at the Hugh Chatham Memorial Hospital in Elkin.

SECTION foreman *R. A. Moser*, Yadkin County prison superintendent *M. J. Brown*, and the camp physician, *H. A. Brandon*, plus others enjoyed a week-end fishing trip to Davis Island, near Morehead City, in the fall.

BIRTHDAY wishes to these men, with the date, who will celebrate birthdays in January: *O. D. Bentley*, 23rd; *C. M. Dancy*, 23rd; *G. W. Dobbins*, first; *G. W.*



G. A. Brinkley supervised the c struction of this plant for mak bituminous concrete mix for patch The plant is located in Selma. T similar plants will be built in the Fou Division. The elevator is fed by a 42 24' drier which was made by high employees. Bob Dawson is the dist engineer.

Hoppers, 20th; *S. S. Shermer*, 13th; *G Upchurch*, 19th; *C. R. Whittington*, 2 and *J. B. Williams*, 25th.

THESE MEN, with the date, will c brate birthdays in February: *H. H. All* ninth; *G. J. Eller*, 24th; *V. R. Ha* 22nd; *A. S. Haney*, 28th; *C. R. I* seventh; *A. M. Porter*, eleventh; *J. Reece*, ninth; *Brooks Triplett*, th *H. W. Whitaker*, eleventh; and *P. Wooten*, second.

STENO *Ruth Potter* and her husb celebrated their first wedding anniv ary, December 21 . . . They spent Christmas holidays visiting *Mr. Pott* parents in Unicoi, Tennessee.

E. R. HAUSER had an unusual perience with a deer the other night While driving from Winston-Salem North Wilkesboro one night, a deer d ed in front of his car . . . There considerable damage to his car . . . W happened to the deer? . . . He got up made his "get away."

DISTRICT TWO reports these high folks, with the date, will celebrate bi days in January: *Woodrow Nelson B* fourth; *William L. Bolick*, 23rd; *Wilson Brown*, 24th; *Carl E. Freem* first; *Henry D. Hartsoe*, 28th; *Le Mullis*, 15th; *Ermin E. Osborne*, 1 *Thomas T. Shook*, 28th; *Claud J. Wo* 26th; and *Miss Pauline Pugh*, 28th.

IN FEBRUARY, these men, and date, will round out another year in t lives: *Fields G. Absher*, 16th; *David Bentley*, 27th; *Richard D. Fletc* eleventh; *John R. Gentry*, 28th; *Will E. Hartley*, 15th; *Dillard C. Lewis*, 2 *Howard W. Little*, first; *Joseph A.*

Lean, 27th; *Delmar S. Stewart*, 14th; *Charlie R. Taylor*, 27th; *Don C. Walters*, 6th; *K. B. Wise*, 23rd; *Glenn Woodring*, eventh; *Charles E. Woodruff*, 23rd; *Walter W. Wright*, 25th; District engineer *T. A. Hayworth*, 21st.

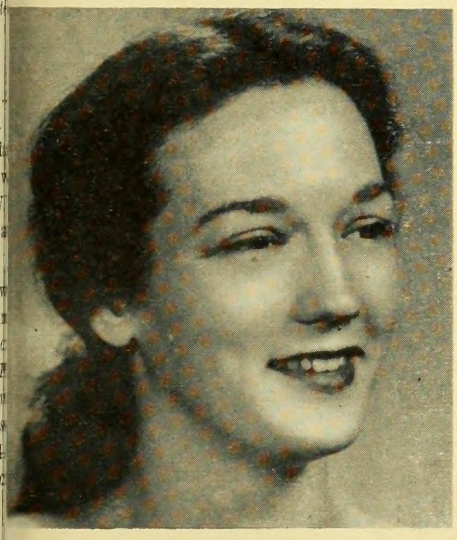
SICK LIST . . . Tractor operator *D. D. Duncan* and Patch foreman *J. L. Caudill* were both hospitalized in Kansas City, Missouri, but they are now back on the ob . . . Pay loader *L. T. Smithey* recently underwent surgery at the Davis Hospital n Statesville; he's recuperating nicely at is home . . . Gang foreman *J. B. Williams* nd his wife have both been in the Davis Hospital recently . . . Truck driver *C. T. Edwards, Jr.*, had a tonsillectomy at Wilkes General Hospital, November 23.

LOCATING engineer and *Mrs. Guy Lillard* spent their vacation on a coastal our and fishing trip to Perry, Florida, ravelling by way of Manteo and Savanah to Perry . . . They caught 200 pounds f fish . . . They saw the LSU—University f Florida game at Gainesville . . . *Mr. Lillard* reports he made the 2,400-mile rip without a single flat tire and that e didn't see one car wreck on the entire rip.

DIVISION TWELVE

JEAN CLINE
Division Correspondent

THE DIVISION office building chapter f the NCSHEA met October 20 . . . Officers for the coming year were elected: Chairman, *Bill Andrews;* Vice-Chairman, *Ken Mauney;* Secretary-Treasurer, *Betty Peeler;* and Delegate to the Executive Committee, *R. J. Albert.*



Betsy Miller was married to Edward Bruce Lane of Edenton, November 20, in the First Baptist Church of Wilson. Mr. Lane is now in the U. S. Army.

Betsy's father, Charlie Miller, is a mechanic in the Fourth Division Shop.

ROAD OIL supervisor *S. B. Brinkley* had a "family day", November 22, when his relatives gathered for a reunion . . . About 45 people were present . . . All of *Mr. Brinkley's* children were there, along with other relatives, for the first time in many years . . . Highway folks were glad to see John Roy Brinkley who visited in Shelby; he now lives in Tuscon, Arizona.

THE DIVISION office is glad to hear that *Mrs. Melba Simpson Bradley* is back at work at the district office in Marion . . . *Melba's* highway career was interrupted by the arrival of a baby daughter last summer.

HIGHWAY employees were grateful for two holidays in November . . . Most of them spent Armistice Day and Thanksgiving working around home, visiting with relatives or hunting.

VACATIONS . . . *Ralph Padgett*, Cleveland County Prison Camp employee, spent a November vacation on a trip to Texas . . . Office engineer *E. R. McGimpsey* is planning a Christmas holiday in Florida . . . *Assistant division engineer and Mrs. E. L. Kemper* vacationed in Florida during early December.

GET WELL wishes go to *M. R. Ellis* and *J. C. Tilley* of Equipment . . . To *D. F. Rogers* who was in the Shelby Hospital for several weeks . . . To *Felton Walker*, Cleveland County foreman, who suffered a heart attack in November . . . To *George Noggle*, Cleveland County maintenance foreman, who was hospitalized in Charlotte during November . . . To maintenance supervisor *H. B. Shearer* who has been out since October with a bad knee injury . . . To *W. L. Warren* of Alexander County, *G. S. Henley, O. R. Rockett* and *R. L. Sherrill* of Catawba County.

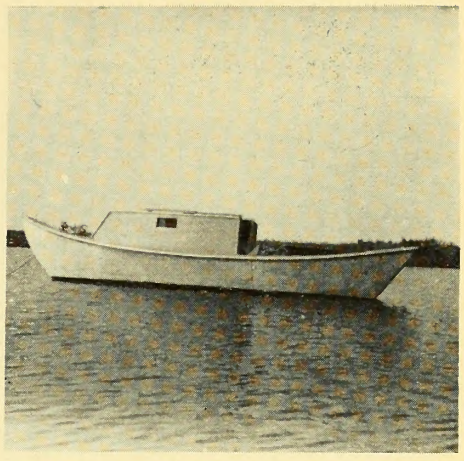
DISTRICT ROADWAYS correspondent *Lois B. Knox* took two weeks sick leave in November and convalesced at her sister's home in Asheville.

NEW ADDITIONS . . . The stork delivered a baby son to the *J. R. Robinsons* of Alexander County, October 27 . . . *Mr. and Mrs. J. E. Mayberry* of Statesville announce the recent birth of a daughter . . . The *Ken Mauneys* are mighty pleased with their new little girl, Deborah Gay, who was born November 11 . . . *Mauney* is a resident engineer at Shelby.

WHILE *Lois Knox* was out sick, *Beth White Gaither* filled in . . . *Beth* used to work in the old Ninth Division office when it was at Statesville and then later when the division headquarters were moved to Shelby.

OUR SYMPATHY to *John T. Watt*, Iredell County employee, in the death of his father, November 2 . . . And to *E. P. Jones* of Construction in the death of his wife.

TWO MORE Construction employees, *Blanch Williams* and *J. P. Wortman*, have



This trim 20-foot boat was made by Reuben Shaw of the Raleigh Bridge Drafting Department. He and Jimmy Norris launched it for the first time over Labor Day at Snead's Ferry.

It is made of plywood with a fibre glass covering and has two built-in bunks. Reuben installed an 8-horse power inboard motor and spent after-work hours of two winters assembling the boat. He's dubbed it "Porpoise" and plans to spend many week-ends on it.

transferred from the Twelfth to the Fourteenth Division . . . Best of luck to each.

WELCOME to *Mack Hubbard*, a former State employee, who has been employed as steward at the Cleveland County Prison Camp . . . *Mack* worked with the Highway Commission before entering service.

THE CLEVELAND County Chapter of the NCSHEA held a barbecue at the division shop, November 11 . . . More than 100 members and guests attended.

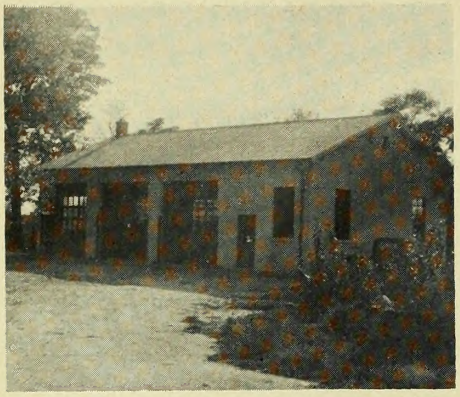
FISHING AND HUNTING . . . Three men from Equipment, *Ben Palmer, Bill Lattimore* and *C. E. Laidlaw*, have recently been fishing at Seven Oaks . . . *Ben Palmer* also went deer hunting during November at the Daniel Boone Game Refuge, but brought back no meat.

DIVISION THIRTEEN

DAN TURNER
Division Correspondent

W. B. FERGUSON'S many friends in the Highway Commission will be glad to know that he is showing marked signs of improvement . . . He has been taking treatments in Johnson City, Tennessee . . . His speech and the paralysis in his affected side have been improved . . . He is also a proud grandfather . . . *Mr. Ferguson* was a district engineer in the old Tenth.

ANOTHER old timer retires . . . *Tom Griffith*, gang foreman, with 33 years of highway service to his credit, retired November 1.



This is the newly-completed subshop at Jackson. Highway eqnipment from Northampton County is serviced here. Robert Corbitt is the field mechanic in charge. Lloyd Cutting supervised construction of the shop which is 36 x 60 feet and made of concrete block.

WALTER J. EDWARDS recently took his wife on a tour of Tennessee and to see their son, Ralph, who is training at the Navy Technical Training Center in Memphis . . . While in Nashville, they attended the "Grand Ole Opry."

CONGRATULATIONS to *Mr. and Mrs. Virgis Anglin* on the birth of a baby girl, November 1 . . . *Mr. Anglin* is a shovel operator in District Two.

SICK LIST . . . *Herman Pounders* is back at work after having a minor operation . . . *Mr. Pounders* is a blacksmith . . . *D. H. Culbertson* of the Sign Department was ill for some time, but he is now back on the job . . . It's good to see *Mack Gouge* back at work after a long illness . . . *Mr. Gouge* underwent surgery several months ago and convalesced at home . . . Gang foreman *Gus Higgins* was out sick several days . . . *Kenneth Rabb* was recently confined to the hospital at Marion for a minor operation.

DIVISION FOURTEEN

C. J. BECK
Division Correspondent

"WESTWARD HO" were the departing words of *John C. Engman* of the Waynesville Construction Department when he recently resigned to accept employment with the California Highway Department.

JAMES M. BAKER, Henderson County employee, also resigned to work for the McLean Trucking Company.

THANKSGIVING NEWS . . . The *Gene Whites* and daughter, "Snow", spent their Thanksgiving with family and friends in Shelby . . . *Mr. White* is with Right-of-Way in Sylva . . . *Mrs. Doris M. Higdon* and family spent their holidays in Plymouth and Charlotte . . . They visited relatives . . . *Mrs. Higdon* is a stenographer in the division office . . . The *C. J. Becks* took their little girl, Linda, to Marion for Thanksgiving . . . *Mr. Beck* is office engineer at the Sylva office . . . District Engineer *Paul DuPre* took his family to visit friends in Boone.

OUR SYMPATHY to motor grader operator *Thomas J. King* of Cherokee County in the death of his brother . . . To tractor operator *Clarence H. King* in the loss of his father, Ernest King . . . To *Drill Operator nd Mrs. Hugh Wilson Rogers* in the untimely passing of their little son . . . To *Ernest J. Hollingsworth*, gang foreman in Henderson County, in the death of his father . . . And to *C. W. Constance*, supervisory foreman in Polk County, in the death of his sister.

THE FOURTEENTH was saddened by the death of *Alex Marr* of Bryson City . . . *Mr. Marr* had been a foreman in Swain County for three years . . . He died November 11.

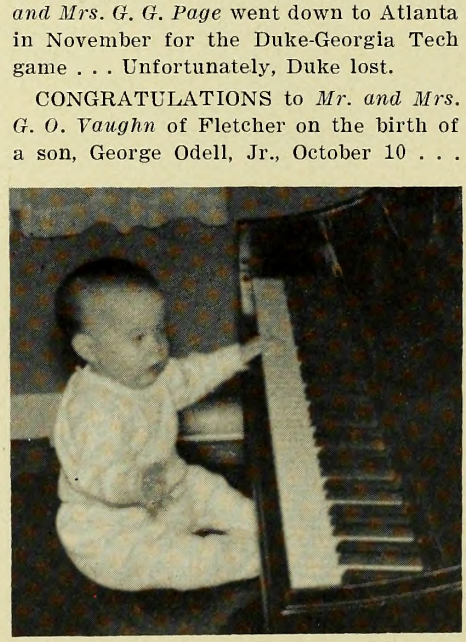
MR. AND MRS. C. J. BECK were called to Ralway, New Jersey, in October to attend his brother in the last days of cancer.

EVERYONE enjoyed the last quarterly Construction Meeting of the NCSHEA . . . *F. L. Hutchison* sponsored the meeting at Waynesville . . . Otis Banks was an honored guest . . . It was the first meeting of Construction personnel since the reorganization of divisions.

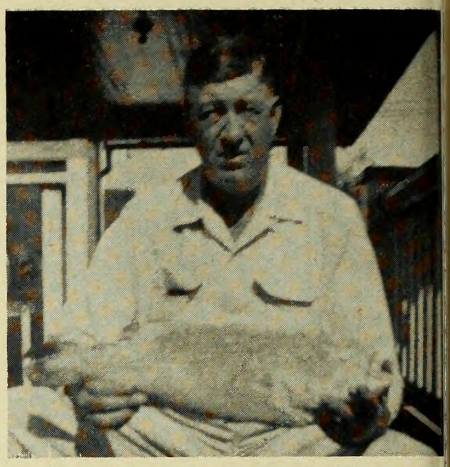
THE DIVISION office staff welcomes a newcomer, *Alton Bryson*, who just started with the Equipment Department.

S. T. USRY, *Robert L. Pattillo* and *Mr. and Mrs. G. G. Page* went down to Atlanta in November for the Duke-Georgia Tech game . . . Unfortunately, Duke lost.

CONGRATULATIONS to *Mr. and Mrs. G. O. Vaughn* of Fletcher on the birth of a son, George Odell, Jr., October 10 . . .



This future concert artist is Linda Gwen Pridgen, seven-month old daughter of Mr. and Mrs. Wade H. Pridgen, Jr., of Wilson. She's a good baby. People laugh when her parents tell them Linda got them up only twice for a 2 A.M. bottle.



Bridge foreman Paul Clay of th Thirteenth Division holds one fish tha didn't get away. He's been after thi one fish for three years in Lake James It's a 21-inch long large mouth bass an weighs six pounds.

Mr. Vaughn is a motor grader operator i Henderson County . . . *Mr. and Mrs Maurice Young* announce the arrival o a baby girl, Zenda June, August 21 . . *Mr. Young* is with Construction i Franklin.

GET WELL WISHES to *Vaughn L Arrington, Lawrence H. Hooper* an *Thomas W. Rogers*, all Haywood Count employees who are convalescing at hom from recent operations . . . To *Mrs. J. W Curtis*, wife of blacksmith *John W. Curti* who was a recent patient at the Rhodda Van Gorda Hospital at Andrews . . . T *W. T. Houser*, Construction employee a Waynesville, who recently underwent serious operation . . . And to *Mrs. Wayn Dockery* who received a painful an serious eye burn from acid in a cleanin solution which was thrown by Hallowee pranksters.

IT'S A TREAT to see *George W. Clayto* back on the job after being out sick few days . . . *Mr. Clayton* is from Cheroke County.

WITH THE MARINES . . . *"G" Stalcu* son of *Bulldozer Operator and Mrs. Gle Y. Stalcup*, spent several days furloug with his parents before departing for th Far East Command . . . *Mr. Stalcup* i from Cherokee County.

CHARLES McCALL of the Frankli Construction Department was married t Faye Ledford, November 20 . . . Th bride's father is the Rev. Claude Ledfor of Franklin . . . Mr. McCall is the son o gang foreman *James A. McCall* . . . Th newly-weds will make their home i Franklin.

ROAD maintenance supervisor *E. H Webb* took a two-week trip to Florida . . He visited relatives and friends in De Land and Leesburg . . . He spent some o the time duck hunting and fishing.

HEADQUARTERS

VIRGINIA *Hassinger, Bill Rogers'* secretary, recently took off for a flying trip to Europe and a six-weeks stay with her daughter and family in Germany . . . *Alvis Knight* had old home week when she visited school chums in Savannah, Georgia.

INA FERRELL and her sister entertained their church circle in their home for their annual Christmas meeting.

ELIZABETH *Hughes* recently took a week's vacation to rest and get ready for Christmas.

A MAN who worked with the Commission 27 years ago, Ross Sapp, came by the building and stopped to speak to old friends . . . Mr. Sapp is the maintenance and construction engineer of the Wyoming Highway Department.

H. K. WITHERSPOON and his wife spent a goodly part of their Christmas vacation on the road . . . They drove to Norfolk to spend several days with their daughter, Becky Bunn, and her family . . . *The Witherspoons* then drove to Florida to see H. K., Jr., and his family.

WHEN *Nancy Howell* was married November 20, several highway folks drove down to Troy for the wedding . . . *Mr. and Mrs. Earl Crump, Sam Badgett, Mary Wilkinson, Dollie Smith* and *Barbara Sykes* were among the group . . . *Bonnie Wall* was *Nancy's* Maid of Honor.

GEORGE SUTTON is mighty proud of his little daughter, Brenda Sue, who was born September 19 . . . That makes the fourth little girl at George's home.

STATISTICIAN *James S. Burch* organized highway employee solicitors for the successful United Fund Drive . . . A total of $5,611.45 was collected or pledged by 545 highway employees for an average of about $10.30 . . . Hats off to *Jim Burch* and his hardworking solicitation and collection crew who helped put this drive over the top!

NEWS from the Lab . . . *Ebraham Shekarchi*, a geologist in the research lab, left in November to return to his home in Teheran, Iran . . . *Mrs. Janet Adams* of the chemical lab and her family journeyed to New Jersey to spend Christmas with her parents . . . *Mr. and Mrs. W. L. McCanless* report an enjoyable motor trip to Gainesville and Daytona, Florida . . . The girls in the lab were pleased with the jars of orange blossom honey which the *McCanlesses* brought them . . . *Mr. McCanless* is concrete lab supervisor.



There's a brand new addition at the J. W. Davis home. Tiny Jimmy Davis recently weighed in at seven pounds. Mr. Davis is a section foreman at Kinston.

EQUIPMENT News . . . The usual, informal office party was held the last day of work before Christmas holidays . . . *Ollie Roberts* visited her husband, Richard, at Ft. Jackson, South Carolina, over Thanksgiving . . . *Edith Williams* took a week's vacation in the fall.

PURCHASING Department . . . *Betsy Penny* resigned due to her health so *Mary Lee Stephenson* returned to her old job as secretary to *Bill Reaves* . . . *Gillam Johnson* and *Dave* Holton, Director of Purchase and Contract, attended the annual convention of the National Association of Purchasing Agents in Miami, Florida . . . *Christine Champion* moved into her lovely new home on Courtland Drive . . . *Mrs. Jean High* resigned and was replaced by *Mrs. Louise Shepard*, a former employee.



Pamela Flack, ten-year old daughter of Mr. and Mrs. Mays H. Flack of Marion, has been a pupil of the Fletcher School of Dancing for three years. She has appeared in numerous local entertainments, doing both tap and vocal solos.

Her daddy, Mays H. Flack, is a maintenance supervisor in Marion.



Bill Murray, son of Mr. and Mrs. W. J. Murray of Albemarle, was born March 20. His daddy is the senior Right-of-Way Engineer for the Tenth Division. His mother, the former Virginia Dare Britton of Pendleton, is a faculty member of the East Albemarle Elementary School.

LOCATION . . . *"Uncle" Bim Sawyer* recently took a few days of vacation . . . Charles Davant, contractor of Augusta, Georgia, died recently . . . His son, Dr. Davant, is married to *R. Getty Browning's* daughter, Harriet . . . *Mr. and Mrs. Dan W. Campbell* spent Christmas in Asheville; they were just married October 3 . . . *Mrs. Campbell* is the former *Jane Murphy.*

WE WERE sorry to hear of the death of a former highway Commissioner, *V. D. Guire* of Lenoir . . . *Mr. Guire* was commissioner from 1941-'45 during the Broughton administration.

COMMISSIONER *C. Heide Trask* sent a beautiful surprise to every employee in the highway building . . . *Mr. Trask* presented a bunch of long-stemmed gladioli from his nursery near Wilmington to all employees in the Raleigh offices . . . For your generosity and thoughtfulness, thank you, *Mr. Trask.*

ACCOUNTING . . . We're sorry that *Lucille Pittman* is out sick again . . . Auditor *Sam Smith* "batched" it for six weeks while his wife was in Florida with their daughter who just had a new baby boy . . . *Sam* missed that "home cooking" and was sick for several days; he's fine now, though . . . *Mary Wilkinson* spent several days visiting her cousin in Hendersonville . . . *George Elliott* was in the hospital for several days; he's back at work and much better.

ROADWAY . . . *William Barkley* was married to Nell Peterson, December 12 . . . There's a new face at the *Fred Barnes* home; little Rebecca Elizabeth made her first appearance, October 26 . . . *Lydia Alexander* spent a week in Florida after Christmas . . . *Joe Taylor* took a one-day



In appreciation of their work, the ladies of Laurel River in Madison County gave a big dinner for the Road Oil Department.

vacation to browse in the State Museum and the Hall of History—both spots he had never visited before . . . *Edward Potts* resigned December 11, to go in service . . . *Dan Allen* has sent his shooting dog, "Delivery Fan Roxie", off to Davie County to be coached by Paul Walker, well-known professional bird dog trainer . . . *John L. Morson* was out sick with the flu.

PRISON NEWS . . . *Mrs. Mary Bass* spent Thanksgiving in Emporia, Virginia . . . *Jean Wellons* took a few days off at Thanksgiving.

BRIDGE Department . . . When *Janie Wilson* resigned recently to devote full time to homemaking duties, *Mrs. Alene S. Foltz* was employed to replace her . . . *Billy S. Weaver* and *Philip Schwartz* resigned . . . *David W. Honeycutt, Jr.*, left to join the Air Force . . . The *Paul C. Harmons* proudly announce the adoption of an 18-month old daughter, *Paula Rea*, November 18 . . . The *T. B. Gunters* attended the AASHO meeting in Pittsburgh, Pennsylvania, November 10-13 . . . Retired bridge design engineer *H. W. Shelden* now of California came by the department for a visit . . . *Bruce Conner* is back on the job after a brief hospital stay . . . *Arnold W. Moore* is back after an appendectomy . . . *Ben Terrell* and *R. P. Coble* were temporarily on the sick list . . . A former drafting room man, *Adli Awad Alliss*, invited the whole department to his wedding, December 17, to *Nancy Carolyn Sheppe* . . . His highway friends extend best wishes to the couple . . . The Bridge Department held its annual Christmas banquet and party at the Woman's Club, December 18.

OUR THANKS to *Carl Wilson* for the big Christmas tree in the lobby . . . *Betty Miles* and her assistants, *Jessie Ruth Norris, Pam Connelly* and *Lydia Alexander*, did a grand job of decorating!

STATISTICS . . . *Guilford Duke* resigned recently . . . *Dorothy Turner* transferred over from the Board of Health to replace *Helen Puckett* who left . . . The girls gave *Helen* a lovely stork shower . . . *Walter Wiley* will marry Marie Hedgepeth of Greensboro, January 6 . . . *Betty and Bill Miles* went to Pennsylvania to spend Christmas with her family . . . *Jane and Dan Cameron* went to Hickory for the holidays . . . *Mr. and Mrs. Fussell* spent Thanksgiving in Oak Ridge, Tennessee, with his brother-in-law . . . *Blanchie Bradley* recently visited her brother in Greensboro . . . *Bill Taylor* spent Christmas in Murphy.

EQUIPMENT depot . . . *Wilton P. Duncan* is the new automotive parts clerk in the storeroom . . . *Solomon Revis* who retired on disability came by for a visit recently . . . *James Page* is recuperating nicely from an operation at St. Agnes

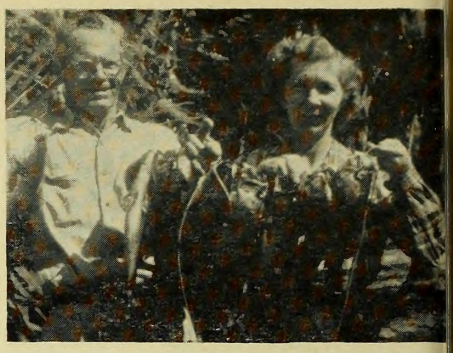


November 13 was Ladies Night for the Person County highway employees. Barbecue and brunswick stew were served at the V. F. W. Clubhouse. The Person County Serenaders, pictured above, furnished music for the square dancing. T. I. Dean, on the left, is a motor grader operator. The other two music-makers are Mr. Ashley and Mr. Chambers.

Hospital . . . *T. R. Buchanan* and *H. C. Gillis* have become seasoned grandparents since the recent arrival of their new grandsons . . . *Nell Crickmore* is wearing a lovely engagement ring.

OUR SYMPATHY to *K. G. Andriessen* in the death of his mother . . . To *M. S. Owen* in the death of his brother . . . To *T. R. Buchanan* in the death of his mother . . . And to *G. B. Woodell* in the death of his sister.

BRIDGE Maintenance . . . *Charlie Biggs* and *T. B. Gunter* recently went bird hunting with *E. B. Tomlinson* near Lumberton . . . They were rained out their first week-end but returned the next one to kill the birds seen earlier . . . *Becky Griffin* gave a nice party when her little daughter celebrated her fourth birthday . . . *Jess Markham* is recovering from a



Mr. and Mrs. Pete Justus proudly display their catch of fish. The string of black bass, all caught on artificial lures, represents three hours of fishing in the beautiful St. John's River. Pete claims, "The big one didn't get away. He just didn't strike."

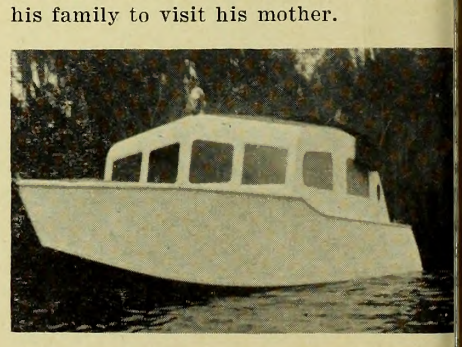
On their trip they went to Sarasota, St. Petersburg and other points in western Florida. On the way back to Boone, they visited friends in Augusta, Georgia.

slight accident that bruised his lung . . . Bridge foreman *J. W. Pagan's* son, John Vernon, was married to Lillian Hope Pruitt, November 28, in the chapel of the Hayes Barton Baptist Church . . . *Buck Taylor* had his two sons and daughters-in-law plus granddaughter for Thanksgiving dinner.

AMBROSE *Hampton* of the Bureau of Public Roads attended a three-week school on Urban and Geometric Road Design in Washington, D. C. . . . Along with the other "students" he studied the New Jersey Turnpike, the Garden State Parkway, and the Merritt Parkway.

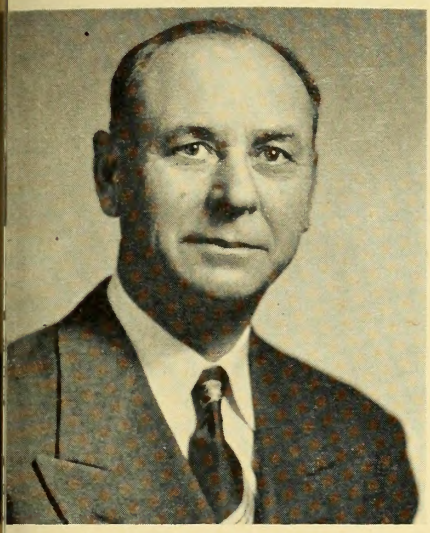
RIGHT-OF-WAY . . . *S. H. Shearin, Jr.* is all smiles since the birth of his son S. H. Shearin, III, December 11 . . . *Nellie Barnes* is working temporarily while *Hilda Russell* is out for an operation.

R. N. BRINCEFIELD is just back from a week's vacation in Florida . . . He took his family to visit his mother.



Thomas J. Beachum and W. M. Crowder, owners of this trim cabin cruiser on the St. John's River, have just returned from a ten-day fishing trip in and around DeLand, Florida.

HONOR ROLL OF 30-YEAR HIGHWAY EMPLOYEES



ROBERT E. LAIDLAW

THE AUTOMOTIVE Parts Supervisor Division Twelve is Robert E. Laidlaw, s highway service dates from August 1922, when he started in the Main- nance Department in old District ght under H. E. Noell. Six months er, Laidlaw was made supply clerk r the district equipment department. e continued there until 1928 when he as transferred to old District One at rboro.

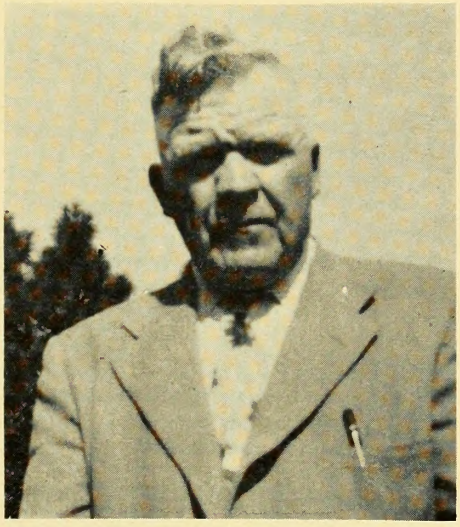
In 1930, he became toll collector on e Edenhouse Bridge over the Chowan ver near Edenton. A year later, he as moved to Statesville as a supply erk in Equipment at Statesville. He ayed there until the division shop was oved to Shelby in 1943. Soon after he as promoted to his present position.

Laidlaw was born June 4, 1894, in olumbus County. He attended schools Horry County, S. C., and graduated om Clemson College in 1916. He ught school for one year in Hoke unty and later was a bookkeeper for wholesale feed concern in Marion. He rved overseas during World I with the st Division. From 1920 to 1922, he orked with the N. C. Department of lucation in McDowell and Franklin unties.

His wife is the former Hazel Epps of orence, S. C. They have one son, obby, who is six. The Laidlaws are tive members of the Central Methodist urch in Shelby. For several years, idlaw was a unit secretary-treasurer N. C. S. H. E. A.

THE DISTRICT mechanic foreman of the Tenth Division is Robert L. Myers of Wadesboro.

As he looks back on his 30 or more years of highway service, he recalls, "I first began highway employment in 1919 with Montgomery County. I worked with the county for two years and then I went with the State Highway Commission July 21, 1921, as a section foreman. From section foreman, I was promoted to field mechanic and served in this capacity until 1942. My headquarters at various times were in Candor, Asheboro and Troy. In 1942, I was promoted to district mechanic supervisor with headquarters in Wadesboro. My counties now include Anson, Stanly and Union."



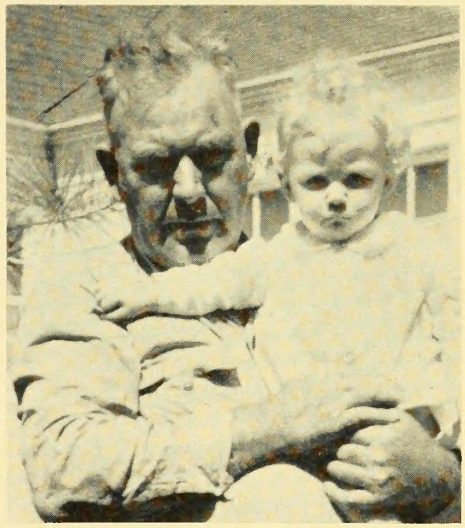
ROBERT L. MYERS

His wife's name is Minnie. They live in Candor and have five children: Robert, Carl, Mrs. Catherine M. Fox, J. C., and Roy Lee. The Myerses are members of the Laurel Hill Baptist Church. Myers is a former Sunday School superintendent.

The foreman is a member of the Masonic Lodge with Third Degree membership at Biscoe Lodge No. 437. He holds a Fourteenth Degree membership at Charlotte Lodge of Perfection.

SECTION FOREMAN Elmer Hugh Andrews helped build the first blacktop road in Chatham County.

He was born May 11, 1897, in Chatham County. He was educated in the county schools.



ELMER HUGH ANDREWS

During World War II, he took three years off from his highway work to serve with the Seabees in the Aleutian Islands.

His wife is the former Dollie Badders. They live on Route No. 2, Siler City. They have two young daughters: Laura Elma and Ada Lynn. Mr. Andrews is holding his youngest daughter who has grown a lot since picture was made.

The Andrews' are members of the Edward Hill Friends Church.

The foreman is a Woodman of the World. He says, "My hobby is raising Tamworth hogs. Last year, I sold ten shoats at top price. I am also interested in gardening.

Brazilian Engineer Inspects Roads

A Brazilian highway engineer, Alvaro Fernandes, says he liked North Carolina highways and its rural road stabilization program.

Fernandes, in the United States for a three-month study tour, spent two days in November conferring with the State's engineers and inspecting roads. He arrived in North Carolina after visiting highway departments in Kansas, California, Oregon, and New York. His next stop was West Virginia.



Mr. and Mrs. Elmer T. Sutton are mighty proud of little Elmer T. Sutton, Jr., who was born September 14. Mr. Sutton is a gang foreman in Kinston.

Truck Weight Report

An interim report on loadometer truck weight surveys was recently made by the Division of Statistics and Planning.

Despite warnings by highway engineers, the 1953 General Assembly raised the weight limits for trucks. The 1953 legislation "materially weakened" the controls provided by 1951 legislation. The 1951 General Assembly authorized the construction of ten permanent pit-scale truck weighing stations along major truck routes. Definite overweight penalties were fixed on an ascending scale to replace the old system of flat fines.

The permanent weight stations began operating during the early part of 1952. The result was a "very substantial improvement in the reduction of illegal axle loads."

Just as the weighing stations and the 1951 General Assembly's over-weight penalties were beginning to function well, the 1953 General Assembly lifted the axle load limit from 18,000 pounds to 19,000 pounds. Although penalties for overloading above the new 19,000 pound limit were increased, the increase in the load limit was so broad that very few truckers worried about being penalized.

The report says, "The legal limit became so high as to make the effect of these increases (in penalties) questionable, if not academic."

True, there was a "slight but definite increase in gross weights of some trucks even before 1953." However, axle weight and not gross weight is the thing to watch.

In conclusion, "It is a fact well known to highway engineers but little realized by the public that load damage to roads is in terms of the wheel or axle load, rather than the gross or total load of a truck. Ever since there have been numerous large trucks in North Carolina, the legal axle load on pneumatic tires has been 18,000 pounds. Therefore, the highways were designed on this basis, and they constitute the highway system which we have today."

The Winston-Salem Journal commented, ". . . no state should sacrifice the endurance of its own highways by allowing more truck load weights on its highways than they can stand. The problem of establishing uniform weight and size standards for trucks should be worked co-operatively by the several states."

The Hickory Record concludes, ". . . Taxpayers everywhere are entitled to have their interests protected, and the truckers would be better off to know that a load which is legal in North Carolina is also legal in adjoining States, on all the main highways, at least."

Home on the Range

by

Otis Banks

It has been proven over the years that "the way to a man's heart is thru his stomach"—you ladies want to follow that up? You men want to improve your own cooking, those of you who feel that you are amateur chefs? If so, try some of the recipes that have been gathered from the four corners of the earth, but with special emphasis on good, solid, old-fashioned North Carolina recipes. This is the first of a series of recipes to be printed in ROADWAYS—no pies, no pastries, just good food that every man will enjoy. Try 'em. folks, and I guarantee you'll like 'em!! Many of these were first tried at old LONG LAKE CAMP at the edge of Croatan Forest, Craven County, in the region where Babe Ruth hunted so many years—recipes gathered from construction workers, national figures, old-timers, sportsmen from all places, all good sports who enjoyed the great outdoor and enjoyed GOOD EATING!

WARNING—A farmer sent his son to borrow the daily papers, instead of paying for a subscription himself. Coming back, the boy tripped over a beehive and was badly stung. Father, hearing his cries, went to the aid of the son, ran into a barbed-wire fence and ruined a pair of $15.00 trousers. The cow, hearing all the commotion, got excited, ran thru the gate and was killed by a car on the highway. The wife rushed out, knocked over the churn and ruined four gallons of cream. The daughter took advantage of the fuss and eloped with the hired man! SO, DON'T BE A "PENNY- PINCHER" WHEN IT COMES TO COOKING!

"CHICKEN CROATAN"—3 2 lb. Chickens, dressed weight; ½ lb. butter; Worcestershire Sauce; Salt; 2 tblsp. vinegar; ½ tsp. Tabasco Sauce; 1 c water. Clean chickens and split do the back—place in broiling pan aft salting both sides of chicken—melt butt and add W'shire sauce to taste, vineg and Tabasco—brush chickens with mi ture and place under flame in broil compartment—cook about 15-20 minut each side, turning and brushing un tender and done. Serves 6—½ chicken person. This can be cooked outdoors ov slow charcoal or oak coals, open fire wi grill over, but be sure and turn and bas often—DO NOT LET BURN.

FRIED GUINEA BREASTS—Ma folks have guineas on their lots, but litt is known of the delicious qualities of t meat—here lies a taste treat to tickle t palates of the most exacting. The meat dark, but has a wonderful flavor. Use t breasts of young guineas. Salt and pepp and saute slowly in a heavy (cast-ir preferably) frying pan for about minutes—until tender and golden brov —remove from pan—add flour to ma gravy—brown, add mushrooms, and co until desired consistency is reached. T legs, backs and necks also may be fri to add to the meat and gravy portio Allow 1 bird per serving.

STEAKS WITH SHERRY GRAVY Use T-bone steaks, preferably 1" or mo thick — place on hot, slightly greas griddle or hot plate and sear fast—tu fire down, turn the steaks, and co slowly so as not to burn outside befo center is cooked—turn frequently a cook to your particular "doneness" when steaks have been removed fro griddle, scrape the bottom of griddle get all the browned particles togeth add small amont of warm water or mi —add mushroom sauce and Sherry wi to taste—stir until throughly mixed—l simmer — pour over the steaks wh served. Watch 'em sop up the gravy!

MEAT-ON-WIRE—now called "Shish bob" by many, calling for lamb—but le use 1 lb. of tenderloin steak to serve or 4 people—have steak cut in small piec about size of your thumb—place on lon heavy wire, alternately with small peel onions, and toast over open fire until do to desired taste—serve right on the wi to the individual—one wire to the pers —and let him have the fun of eating fi an onion, then a piece of steak—d lishus! As a change, try using sm pieces of green peppers alternately on t wire also, or perhaps small, partly-gre tomatoes. If outdoors—a wire to the ma let him do his own cooking!

These should mess up the wife's kitch sufficiently this issue—more next time. any of you men (or ladies) have so special recipe that you have tried on t men-folks, and you know they like send it to me and let's tell others about

O.M.B.



William Phillips Presnell, eight-onth old son of Mr. and Mrs. Lonnie resnell of Asheboro, is the pride and y of his parents. His father is a truck iver with the sign department.

Conference Held

Construction engineers, contractors, ncrete products manufacturers and ate Highway Commission representa-ves from North Carolina, South Caro-na, Florida, Georgia, Tennessee, irginia and the District of Columbia tended the second annual Quality ncrete Conference at N. C. State llege, November 30, December 1. ore than 125 delegates attended. his was almost double last year's tendance.

Dean J. H. Lampe of the engineering hool welcomed the delegates. Chief ngineer W. H. Rogers, Jr., presided er the opening morning session. A m on "How to Make Quality Con-ete" was shown. C. E. Wuerpel, of hicago, Ill., technical director of the arquette Cement Manufacturing Com-ny spoke on "Purposeful Entrain-ent of Air in Concrete." Frank G. rskine, managing director of the Ex-nded Shale Institute, spoke on Lightweight Concrete". K. P. Billner, esident of Vacuum Concrete, Inc., lked on "Vacuum Concrete Construc-on Here and Abroad." A talk on Development in A S T M Specifications elative to Concrete Technology" was ven by Fred Van Atta, Special As-stant of the American Society for Test-g Materials.

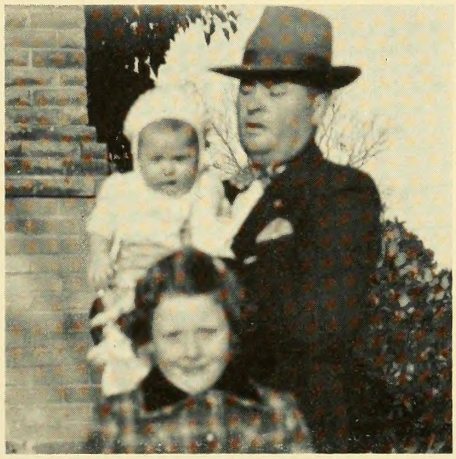
Chief Materials Engineer C. E. oudley presided over the afternoon ssion on structural concrete. D. L. Bloem, assistant director of engineering of the National Ready Mixed Concrete Association, spoke on "Testing Concrete for Conformance with Specifications." Dr. Ralph E. Fadum, head of N. C. State's Civil Engineering Department, talked on "Soils and Concrete." A talk on "Design and Control of Slump Concrete" was given by Harry McDonald, field engineer of the Penn-Dixie Cement Corporation.

J. B. Linville, president of the N. C. Concrete Masonry Association, presided over a Concrete Products discussion. C. E. Wuerpel spoke on "Masonry Cement and Mortars." D. L. Chaney, regional structural engineer of the Portland Cement Association talked on "Construction Practices."

The second day, a film, "America's First Prestressed Concrete Highway Bridge" was shown. D. L. Chaney talked on "Prestressed Concrete." Philip L. Melville, highway research engineer of the Commonwealth of Virginia spoke on "Research in Concrete." A panel question and answer period closed the two-day technical meeting.

In addition to Mr. Proudley, the following technicians from the highway laboratory attended: Duke Morgan, H. D. Hester, J. E. Thompson, C. L. Smith, W. R. Richardson, G. E. Hill, J. P. Pendergrass, C. T. Carmichael, and R. S. Jivatode.

The right to enjoy the fruits of their labor has been the major incentive which spurred the people of our nation to great effort and miraculous achievements.



Landscape Supervisor J. R. Felton is mighty proud of his two attractive daughters. He's holding Mollie Elizabeth who is only six months old. Susan Adminta is six years old. Mr. Felton has been landscaping in the First Division for the past 25 years.



Sgt. Frank Lennon poses with his bride, the former Betty Sue Brown of Asheboro. Frank arrived home October 26 after two years in Okinawa. November 7, he was married. The newly-weds reported to Bergetrom A. F. B., Austin, Texas, December 1.

Frank is the son of Mrs. Floy Burkhead, the very capable secretary in the District Two office at Asheboro.

Progress in Twelfth

A recent survey showed that a total of 209.5 miles had been hardsurfaced in the Twelfth Highway Division from January 1, 1953 to November 1, 1953.

Under the new 14-division set-up, the Twelfth is composed of Alexander, Catawba, Cleveland, Gaston, Iredell, and Lincoln counties. Division headquarters are still in Shelby, headquarters for the old Ninth. L. B. Peck is division engineer; E. L. Kemper is assistant division engineer.

Commissioner June Scarborough of Statesville said that 22.1 miles were hardsurfaced in Alexander; 27.8 miles in Catawba; 30.4 miles in Cleveland; 44.45 in Gaston; 57.35 miles in Iredell; and 27.4 miles in Lincoln.

He cited the large paved mileage saying that many needed improvements had been made on the State's road system in his division since January.

Members Appointed

Governor Umstead recently appointed three members of the Carolina-Virginia Turnpike Authority, authorized by the 1953 Legislature.

Wayland Sermons of Washington and Roper, Guy H. Lennon of Manteo and John G. Clark of Greenville were named. Highway Chairman Graham is an ex-officio member.

The Authority was created for the purpose of studying the feasibility of building a toll road along the northern section of the Outer Banks.

Landscape Men Meet

Landscape Engineer Frank Brant presided over informal discussions when his Assistant Landscape Engineers and Landscape Supervisors came in from all over the State for a two-day meeting, December 9-10, in Raleigh.

Chief Engineer W. H. Rogers, Jr., Equipment Engineer B. W. Davis, and Sam Badgett of Personnel spoke briefly to the group.

Brant explained in detail a new system of keeping landscape cost records. In September, each division set up a division-wide betterment fund to finance roadside development in their respective areas. This new system will give a more accurate record of landscape expenses as well as make for uniform records. The new method of distribution will give a good idea of the total cost of landscape work over a period of years.

The men discussed the kind and rates of application of seed and fertilizer for erosion control. Notes were compared on the success of various methods.

Brant lead a discussion on the merits of a new hydraulic seeder which mixes seed and fertilizer together in a large tank of water. The seed, fertilizer and water are then sprayed on the banks and shoulders of roads. Brant emphasized that the State's use of the hydraulic seeder (the Commission has two) is in the experimental stage. The landscape department hopes to save time and manpower in using this hydraulic seeder. To date the results have been promising.

Fescue and lespedeza are used universally for erosion control along the State's vast road system. Some white clover is sown in the west.

By seeding shoulders and cut and fill slopes, the landscape men protect the roadsides against soil erosion and also obtain an added dividend of improved highway appearance. Special effort is being made to save and protect volunteer plant growth of trees and flowering trees along the right of way instead of making elaborate plantings which are costly to plant and maintain.

Project Adequate Roads Explained

After the December Commission meeting, the Commissioners met with other interested highway users in the auditorium of the highway building to hear a program sponsored by the Highway Users Conference and the Project Adequate Roads group. L. Y. Ballentine, State Commissioner of Agriculture, introduced the chairman of PAR, Clem D. Johnson. Mr. Johnson, a former vice-president of the U. S. Chamber of Commerce keynoted his talk with "adequate roads don't cost, they pay." He cited national traffic, gasoline and highway statistics to back up his statement. He said, "Adequate roads are essential to America, we can't afford not to have them."

Earlier Roy Jorgensen, consulting engineer of the Highway Users Conference, had said that highway planning is more than raising money. He cited three essentials of a workable ten-year programming of highway work: 1) an inventory of present highway system that would be kept up to date 2.) an established basis of giving priority to highway improvements 3.) a yearly report to the tax-paying public to show the progress made. He stressed the importance of convincing the public of the soundness of highway programming from year to year.

By means of slides, he showed methods of judging the adequacy of a road. He explained that a sufficiency road rating is based on the structural condition, the service and the safety of a road. State Highway Engineer Rogers introduced Mr. Jorgensen.

On behalf of the State Highway Commission, Chairman Graham assured the Highway Users Conference and the Project Adequate Roads group that their work was "right up our alley." He s the Commission was well aware of State's needs on the primary road syst as the major emphasis during the p four years had been on secondary roads

> North Carolina has more paved roads than any other state in the Southeast. In national standing, it ranked sixth.
>
> On January 1, North Carolina's total rural hardsurfacing was 28,824 miles. Virginia had 23,348 miles, South Carolina 16,485, Tennessee 14,318 miles and Georgia 13,520.
>
> Texas stood first in the national list with 48,790 miles. Then came California with 41,846; Ohio, with 40,027 miles; Pennsylvania, with 39,758 miles; New York, with 37,513 miles, and North Carolina with its 28,824.
>
> Wisconsin ranked seventh with 27,372 miles; Virginia, eighth with 23,348; Indiana, ninth with 22,201; and Michigan, tenth with 18,870 miles.

Youth Center Commen

In commenting on the dedication of t Umstead Youth Center, the *Burlingt Times-News* said, "The gloomy atm phere of prison life isn't present Butner. Inmates are on their honor. Th work, yes. There is discipline, yes. I the whole program aims to build mora to encourage morals, to point out t error of crime and to instill the des to become producers, contributors to u ful social and work pursuits on releas

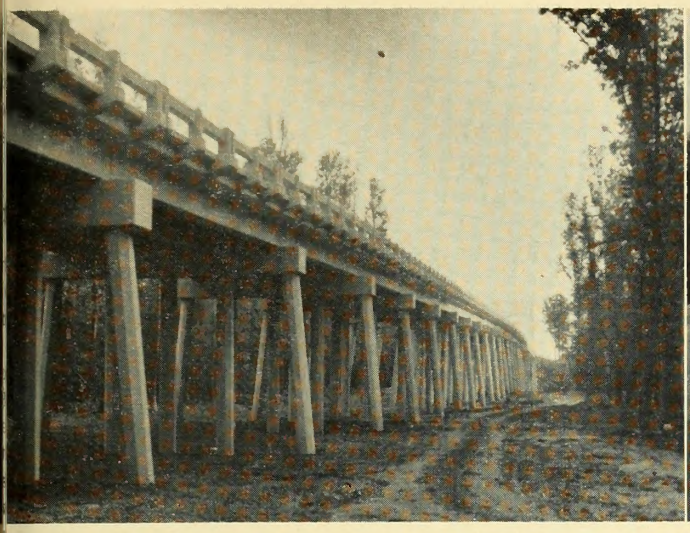
And later, "The Butner Youth Cen has already proved to be 'a step in t right direction' dealing with those beyo the juvenile range who have breach the rules of an orderly society."

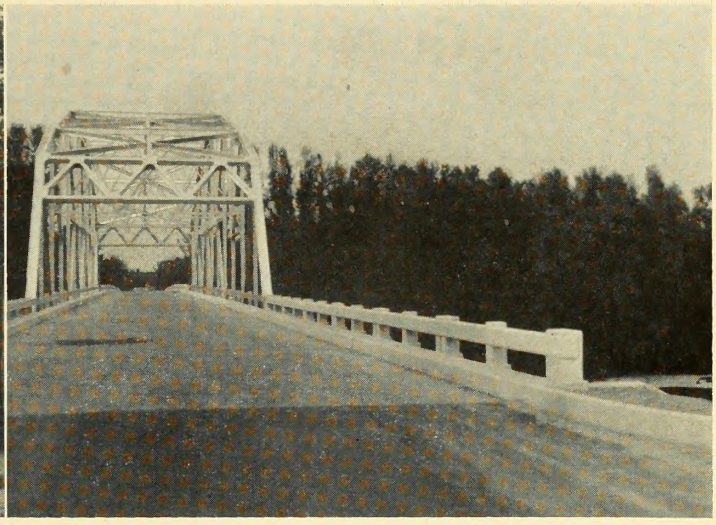
The *Roanoke Rapids Herald* said, "F the most part, the youth center is maki useful men out of these first offend instead of hardened criminals."

The *Greensboro Daily News* comment "While many have contributed to t success of the center, two persons m be singled out for special commendati They are John W. Umstead, whose na the new facility properly bears, and Jam Waite. Mr. Umstead, brother of the G ernor and veteran Orange County leg



Lelia Darden Sumner, daughter Mr. and Mrs. Grady W. Sumner Ahoskie, was married to Lee Stanl Lipsitz, son of Mrs. Alex W. Lipsitz, a the late Mr. Lipsitz, October 7. T wedding was held in the ballroom of t Williamsburg Lodge in Williamsbu Rev. Kern Ormond, pastor of t Ahoskie Methodist Church, officiat Following the ceremony, the brid family entertained the guests at breakfast.





Photos by Pete Bourke.

The above pictures show two views of a newly-completed ridge over the Cape Fear River between Bladen and Columbus Counties.

The bridge is one of several structures on a 7.76 mile long oject from the junction of NC 87 about five miles west of me and running northeast to the junction of NC 53 about 1 mile south of the bridge over the Black River at the nder-Bladen line.

Shot on the left shows the concrete piling on the approaches to the bridge. The high pilings lift the bridge clear the floods which often rush through Cape Fear lowlands.

The new road it serves was started in January, 1952 and was built at a cost of about $340,000. The bridge is 1,237 feet long and 26 feet wide with a 250-foot long main span. Shot on the right shows the concrete deck girder span and the concrete hand rail.

McMeekin Construction Company of Cheraw, S. C., built the structures. Ballenger Paving Company of Greenville, S. C., graded, placed the soil type base course and surfaced with bituminous concrete. The road is 22 feet wide. J. C. Parkin of Whiteville was resident engineer on the whole project.

or, offered the bill which established e facility and as chairman of the State spitals Board of Control's Butner Comtte has worked unceasingly for its ccess and development. His initial zeal, th and enthusiasm have grown with e facility. Mr. Waite has been the nter's superintendent from the outset; e entire project bears his imprint and s personal influence. Guidance and adership have been the major factor in e program's lifting results. These two ve had the support of many others, both private and public life, who have ared their faith and held up their nds in every way. The commendation d the glory are sufficient for all.

And, " The *Daily News* earnestly hopes at the light generated at Butner will st its rays into all parts of the prison stem and convince even the skeptics at rehabilitation is worth-while and at genuine savings can be attained."

A man's wealth does not depend so ich on what he has as on what he can without.

It is better to make mistakes in trying an to make the mistake of not trying all.

More Federal Aid

After 20 years of trying to persuade Congress to give up the federal gasoline tax (two cents per gallon) in favor of letting the states alone tax that commodity, the American Association of State Highway Officials changed that policy at its 39th annual meeting in Pittsburgh, Pa., November 10-13. Now the AASHO has decided to drop opposition to the federal gasoline tax, but want Congress to appropriate more of the tax money for highways. Instead of the approximately $575,000,000 that the Federal government now turns back to the states every year, the highway officials recommended that $900,000,000 be the very minimum appropriation for federal aid. The policy statement proposes four authorizations for regular federal-aid funds on an annual basis: Interstate System, $250,000,000; Primary System, $292,000,000; Secondary System, $195,000,000; and Urban System, $162,000,000. It was further recommended that the federal-aid Primary, Secondary, and Urban allocations be distributed among the states on the existing 50-federal and 50-state basis.

Ability will enable a man to get to the top, but character is the only thing that will keep him from falling off.

Brinkley to Graduate

George A. Brinkley, Fourth Division Equipment Superintendent, will graduate from Atlantic Christian College in Wilson in May.

Brinkley is one highway employee who wanted a college education bad enough to go to night school at ACC. He has been studying nightly at ACC for the past three years. Recently he was selected as one of the eight ACC students for listing in the 1953-54 edition of "Who's Who Among American Universities and Colleges."

Brinkley will be 47 when he gets his long-sought college degree. He's married and has three children and one grandchild. A son finished at Davidson last year and is now taking graduate work at Columbia University in New York.

Brinkley went to work with the Commission in 1924. During World War II, he served as a captain with the Army in North Africa, Sicily and Germany. For five years following the war, he was chief of the Fayetteville Fire Department. He returned to highway work in 1950.

Highway Equipment Engineer B. W. Davis says Brinkley's studies have not affected his job. "He's one of the finest men I've got. His shop at Wilson is one of the best in the State," boasts Davis.

SCENES FROM LIFE AT UMSTEAD YOUTH CENTER



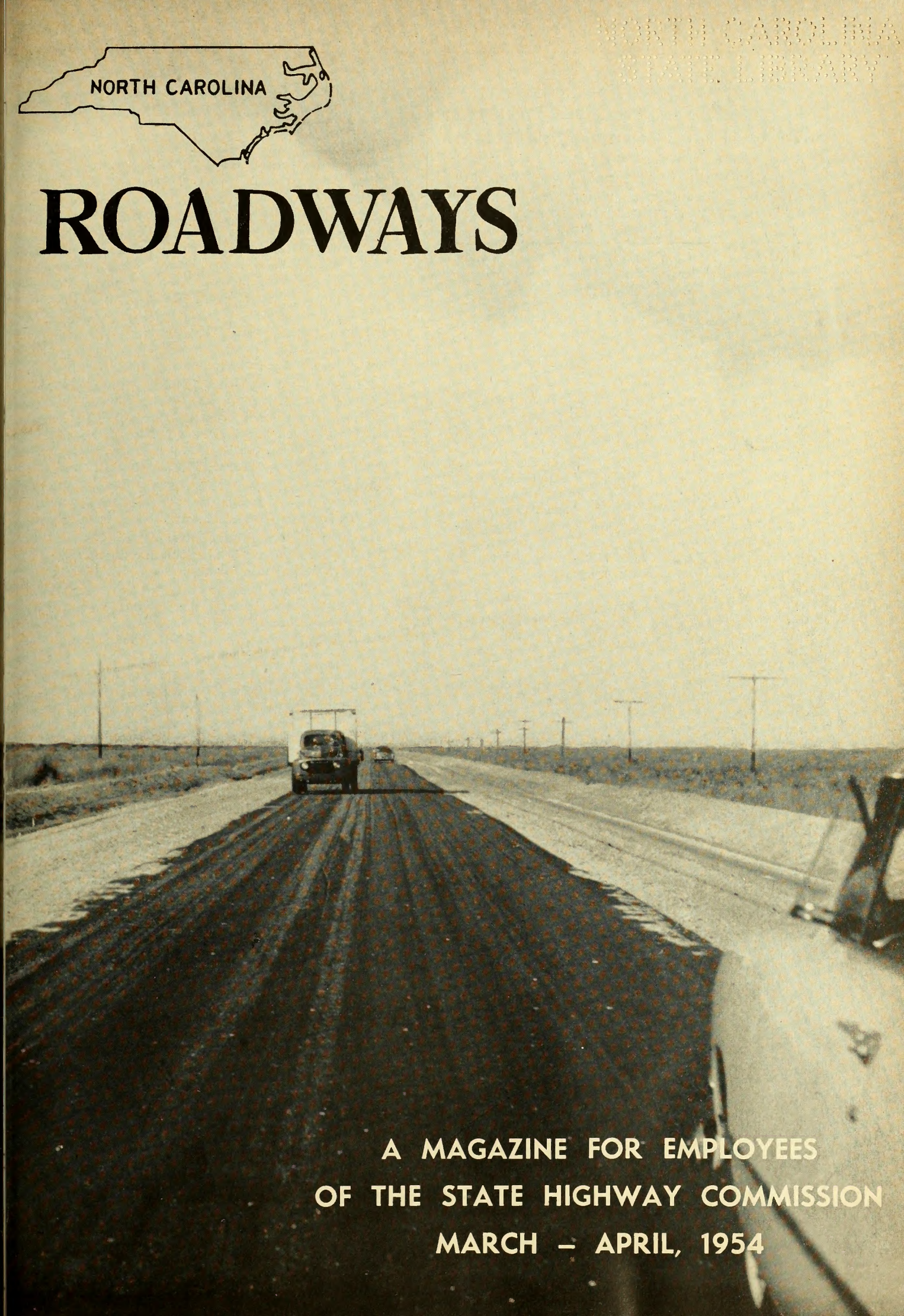
Photos by Bill Mingis

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A MAGAZINE FOR EMPLOYEES
OF THE STATE HIGHWAY COMMISSION
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Road Forces Commended

Governor Umstead joined Chairman Graham in commending the highway forces who turned out over that cold January weekend to clear the roads of snow and ice.

They said all hands had done a great job with shovel and snow plow. By working nearly round the clock, the men opened and cleared most of the major highways. Most of the men worked a full day on Friday and then were called back to work all that night clearing the snow. Many of the men kept their road scrapers going all day Saturday too.

When the pressure was on, our road employees were ready. They had a job to do and they did it well with no thought for themselves. Orderly and quickly, they set about clearing the main traffic arteries of snow. They gave unselfishly of their energy and time so that others could go safely on their way. In the tradition of loyalty and public service, these men were on the job when so badly needed.

L. B. Peck Dies

The Commission was saddened by the death of L. B. Peck, Division Engineer of the Twelfth Division. He was 54. He suffered a heart attack and passed away, February 16 in Shelby.

His untimely death marked the end of a lifetime spent in the service of the State Highway Commission. His highway service dates from 1919 when he started his engineering career in the summer between sophomore and junior years at State College. He worked in the blueprint room in Raleigh. The late Frank Page was Highway Chairman at the time.

Lewis Bernard Peck was born January 21, 1900, son of C. H. and Mary J. Fisher Peck of Cabarrus County. He entered State College in 1917, graduating in 1921 with a degree in engineering. He received his degree in civil engineering in 1928.

He began his permanent connection with the Highway Commission, May 20, 1921. In March, 1922, he was transferred to Charlotte and worked as an instrumentman on location. He served on the construction of the Yadkin River Bridge between Spencer and Lexington. In 1925, he was promoted to resident engineer and served around the Charlotte and Concord area.

When the Highway Commission was reorganized in 1931, Mr. Peck became district engineer at Concord in old "D" Division. In 1935, he was made assistant division engineer at Statesville.

In 1937, he became division engineer of the old Seventh Division. He remained in the Seventh until 1949 when he took over work in the Ninth Division.

When the Commission was enlarged to 14 divisions in 1953, Mr. Peck was made division engineer of the Twelfth which is composed of Alexander, Catawba, Cleveland, Gaston, Iredell and Lincoln counties. He directed all maintenance and road construction in these counties.

Through his loyal and faithful years of service to the Highway Commission, he was noted for his sound business acumen, his ability to work smoothly with the public and his continuing sense of humor. He was one of the Commission's most capable and outstanding engineers. The fine network of roads in his division stand as a memorial to his life's work.

He is survived by his wife, the former Irene Taylor of Louisburg. He leaves a son, Lewis Bernard Peck, Jr.; and four daughters, Mary Anna, Irene, Nancy Durham, and Betty Louise Peck.

Mr. Peck was a member of the Central Methodist Church of Shelby.

"Action without study is fatal. Study without action is futile."—Mary Beard.

"Thrift is the basis of all the other virtues. To spend less than you earn—this way lies happiness."—Elbert Hubbard.

Not all goodwill programs cost money; one of the best instruments of public relations ever invented is the smile.

We make a **living** by what we **get**, but we make a **life** by what we **give**.

THIS MONTH'S COVER

Broad new paved road now runs down the Outer Banks. Hatteras Island is at last coming into its own. It has been made accessible by the construction of a new road starting at Oregon Inlet and extending to the village of Hatteras.

—Photo by Pete Bourke

Tar Heel Roads Enter New Era

by

A. H. GRAHAM

North Carolina's primary highways, rrying 73 per cent of the State's rural otor vehicle traffic, are definitely head- into a new era known to engineers "limited access." This feature is ainly a safety device in these days fast travel and heavy, ever-growing affic.

These arterial highways have been ng neglected. Today finds them the mediate object of attention by our Commissioners and the general fices here. The secondary roads pro- am, as important as it was to meet e demands of the people, of necessity nsumed much of the Commission's ne and money since the end of World ar II. There was neither the time nor e man-power to keep the first-line ghways in step with the times. But w we face the demands of necessity; d we must in humaneness try in every ay to prevent more slaughter on all our 67,500 miles of roads and high- ays, and especially on the heavier ed segments.

"Limited access" means greater safe- for motorists, but more restrictions r roadside business and property vners. It means that traffic will be able travel mainline routes safe from hicles which dart in suddenly from de roads, business establishments and ivate drives.

Along most State highways, property vners have had the right to build as close to the road as they wished, provided they stayed back of the right-of-way line. As a result, every local road and driveway tied directly into the main highway, and each entering vehicle was a real hazard.

The "limited access" policy, so successfully tested in highly congested areas of many states, will change all that. Under it, only important connecting roads and streets will tie directly into the main routes, and even these will be fed by way of specially engineered intersections. Crossroads will traverse overpasses and underpasses. Cloverleaf interchanges will become as commonplace as bypasses, and sideline traffic will be handled by service roads.

In most cases, service roads will run parallel to main highways. A motorist wishing to find a tourist court or a filling station may pull out of the main traffic stream into a service road. Small side streets and private drives will, where necessary, be set back on service roads. And service roads will be provided for local use in towns and built-up rural areas.

Strictly speaking, "limited access" is not new in North Carolina. As early as 1944 and 1945 our Highway officials and engineers were trying to employ this feature. We have several such segments in operation now. Perhaps our major examples are the sections of US 29-70 which bypass Thomasville and Lexington. These were planned about 1947-48 and opened about 1951-52. Other examples are found between Durham and Chapel Hill, on the Henderson bypass, from Gastonia to Kings Mountain, on part of the Durham north-side bypass, and others. There are about a dozen more segments now under construction.

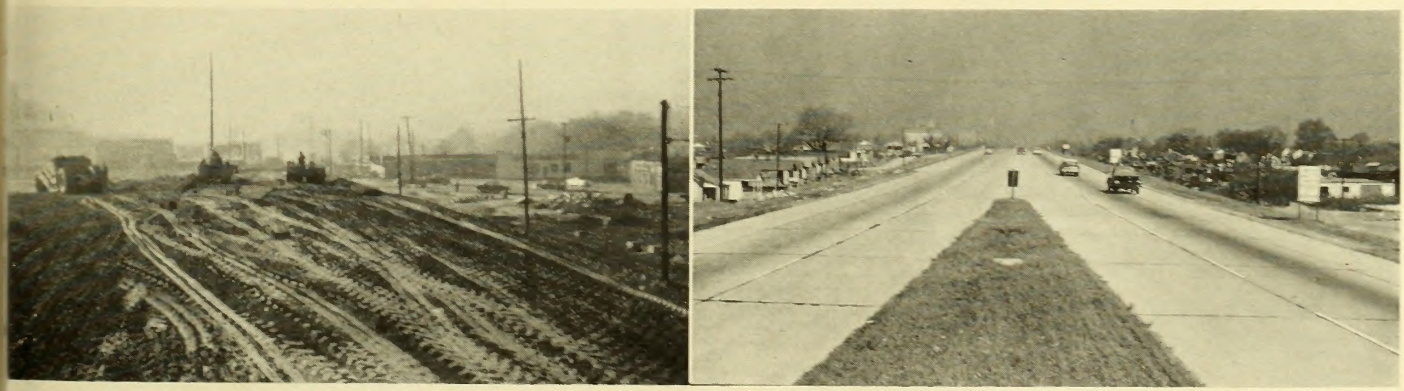
The basic difficulty is the adverse reaction of property owners, especially those who derive their livelihoods from traffic, such as motels and service stations. These owners plead the traditional rights of ingress and egress which have always attached to abutting property.

Only the open-minded can see that the basic purpose of the design is to impose safety, and that if access is limited to all abutting owners, then the traffic will seek out the owners, although it may be necessary to drive an extra hundred yards or so.

Though not yet extensively used, such designs have proved their worth in terms of accident reduction. Accident causes being so many and so difficult to isolate, considerable time and many miles are necessary to demonstrate safety effects by comparison.

The U. S. Bureau of Public Roads has reported that on a national basis, all available comparisons indicate that the limited access feature of design on rural highways results in about one-third the

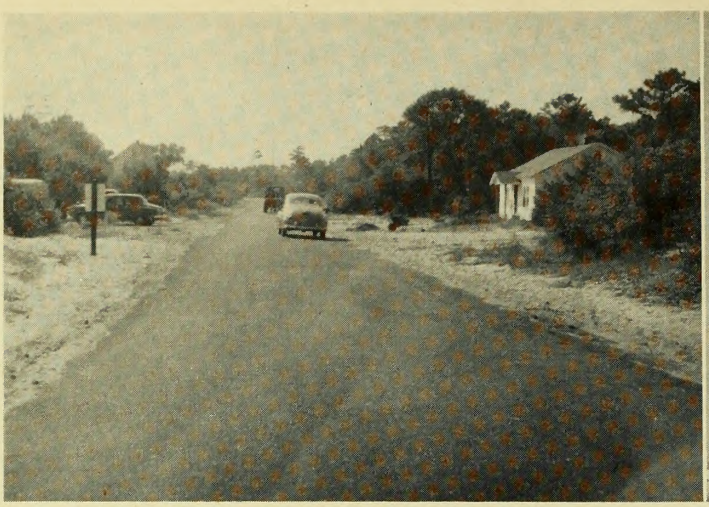
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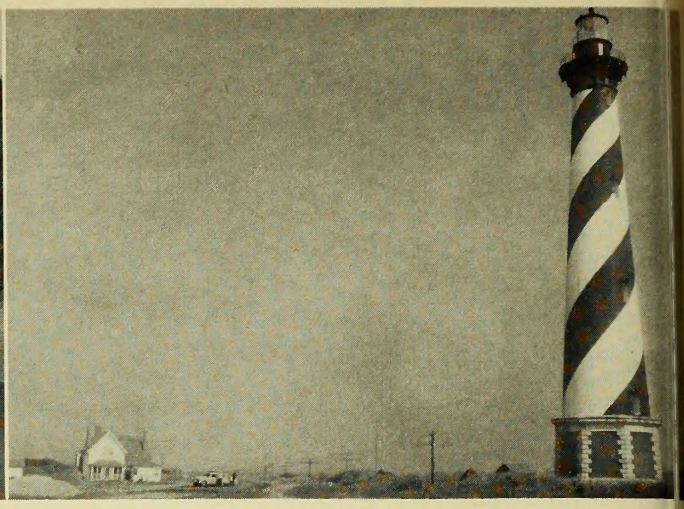
—Photos by Pete Bourke

Pictnre on left shows major current grading operations the Dawson Street-Nash Drive Expressway at Peace reet in Raleigh. Projects such as this offer the best hope r handling Raleigh's fntnre traffic.

Scene on right shows Raleigh's most modern and adequate highway entrance. It's US 70 and 15-A on Sonth Wilmington Street extension. This four-lane section is now fully adequate for the traffic volume, and will be for many years. Traffic can move at road speed to edge of Raleigh downtown section in safety.



A new asphalt surfaced road extents from Oregon Inlet to the village of Hatteras, a distance of about 48 miles. The road was just finished by the Highway Commission. E. H. Baggs of Manteo was resident engineer on this road work on the Outer Banks.



Scene on left shows one of small villages along the ro Hatteras is the largest of seven such villages.

In the right scene note the fine road beside the C. Hatteras Lighthouse. These scenic and historic spots on Outer Banks are now easily accessible by car.

ROADS

(Continued from page 1)

rate of fatalities and one-half the rate of accidents per unit of travel as compared with sections without this feature. Other evidence indicates that such designs are our most potent weapons for accident reduction.

There is no doubt that the removal of "side" hazards—such as from crossing and entering roads, from parking, and from driveways—makes for an inherently safer design, as well as permitting traffic to move at desirable road speeds without the need for constant maneuvering, weaving and other tiring and dangerous tactics which lead to nerve fatigue, irritation and fatal errors of driver judgment.

It is our plan to push this feature wherever conditions justify its need. "Limited access" is destined to become a highly important feature of our primary highway system, on which a total of approximately $35,000,000 will be spent this current fiscal year ending next June 30.

Large Road System

Ours is the largest State system of roads in the United States, with only three other states, Virginia, West Virginia and Delaware, having jurisdiction over all secondary roads as well as primary highways. Additionally, it is the duty of our Commission to maintain and supervise some 10,000 prisoners.

To build and maintain roads, North Carolina employs about 8,400 regular and 2,000 temporary workers. During the $200 million rural road program now being completed, hundreds of temporary workers were employed.

In an effort to provide a sounder program, one nearer the people, Governor William B. Umstead asked the 1953 Legislature to consider the feasibility of increasing the 10 Divisions. He was authorized to appoint a study committee, which he did, and it unanimously recommended the establishment of 14 Divisions. Defining these new Divisions was a tedious task but the new structure is working out well.

Highway Revenue

Money for highway purposes comes from vehicles use tax, gasoline taxes and Federal aid, but their expenditure comes under the careful scrutiny of the Legislature, the Budget Bureau, and the State Personnel Department, exclusive of the Highway Department's own officials and auditors.

With this money is maintained some 10,800 miles of primary city-to-city highways, 54,500 miles of secondary roads and about 2,400 miles of primary and secondary links inside cities and towns. Another $5,000,000 is paid in cash as State street aid to the 400 cities and towns. Paved roads total, approximately 28,800 miles, placing North Carolina sixth in the nation in this respect.

Good roads have been a North Carolina obsession for many years, though it didn't really get under way until 1921. Since then it has continued with unspent force. In no other state, perhaps, have the people committed so large a part of their wealth and th earnings to better roads, by vote their Representatives or themselves

Actually, roads of a sort stretch across the State before the Europe settlers landed. DeSoto found trails h in 1540. As the country grew, pla roads were built, along with d thoroughfares, and the people gave allotted time every week to road wo If a man couldn't work on a particu day, he was "fined" his due share.

Good Roads Association

With the coming of Rural Free M Delivery at the last century's end, Good Roads Association was born North Carolina. Fifteen years later the counties were participating to so degree in roadbuilding activities. T 1915 Legislature authorized an a propriation of $10,000 and the appoi ment of a six-member Highwa Commission, and two years later t Commission got the proceeds fr motor vehicle registration, as small it was. Then, in 1919, a full-time Cha man was authorized. Locke Craig h gone down in history as our first "Go Roads" Governor.

Next came the Doughton-Conn Bowie Act of 1921, at the outset Governor Morrison's term. It was one the most important pieces of Highw legislation in the State's history. A nin member Highway Commission w created under it, headed by a full-tim Chairman and served by a full-tim Highway engineer to supervise all roa building. The Commission was giv

(Continued on page 17)

Base for Flexible Pavements Simplified by Moisture Control

Highway engineers and contractors now that the most practical aspect of btaining maximum density in a well raded mixture is the maintenance of the ptimum moisture content. Moisture mits for maximum compaction are rict, usually within plus or minus one er cent. Although they are familiar ith this fact, usually visual inspection f materials is the only method followed o determine moisture content in the ixture.

On light traffic roads visual inspection f materials may be suitable to obtain ecessary moisture content. But when nstruction of trunk line highways is nvolved, the methods for assuring roper moisture content in materials must e far more strict. If tighter control of oisture is not employed in such conruction, the contractor may penalize imself. For example, if the base is either oo wet or too dry, the contractor may be orced to use as much as double the comactive effort as that used when optimum oisture content is maintained.

North Carolina engineers emphasized ne importance of proper moisture conrol when, in 1952, they made several hanges in their specifications for base onstruction. These changes include:

1. The materials for the base course hall be mixed in an approved mechanical ixer and water shall be added during ne mixing operation in an amount to ake the total moisture content of the ixture not less than five per cent nor more than nine per cent by dry weight as determined by the laboratory. When specified to be used, calcium chloride flakes shall be added at the mixing plant at the rate of seven pounds per ton of mixture.

2. The base materials shall be spread by mechanical spreaders in layers of controlled thickness and each course shall be shaped and immediately compacted before the succeeding course is placed. The full thickness of base course to be constructed shall be placed in successive layers as early as practicable after the preceding layer has been compacted.

3. The base material, when analyzed prior to spreading on the road, shall meet the following grading requirements:

Sieve Designation	*Percentage by Weight Passing*
2 inch	100
1 inch	75-95
½ inch	60-75
No. 4	45-60
No. 40	15-30
No. 200 (Not less than 5% nor more than ⅔ the percentage passing the No. 40 sieve—P. I. not greater than 6, L.L. not greater than 25).	

The first project to be constructed under these specifications was the section of US Route 29, 16.55 miles in length, located north of Charlotte. The stabilized aggregate base course material placed on the project averaged more than 2,000 tons per working day, and all the work on the project was completed in October, 1952. The pavement has a total compacted thickness of 16½ inches, 14 inch base course and two and one-half inch of bituminous surface course. It is holding up in an entirely satisfactory manner. The traffic on this section is approximately 9,000 vehicles per day, 2,300 of which are trucks. Since its construction, the state has built about 150 miles of similar roadway.

Uniform Moisture Noted

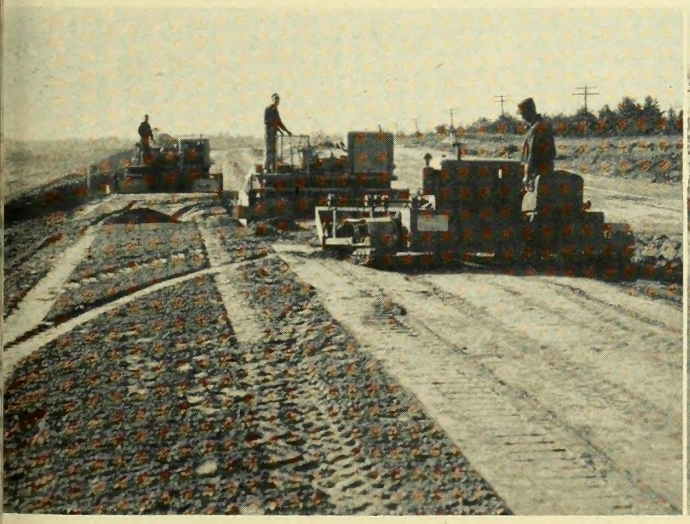
This project was completed with satisfactory results. However, engineers noted that in the three lower lifts of the base, additional water had to be added at the job site due to evaporation of water during the haul of material and during compaction processes on the road. They also noted that the top lift, which contained calcium chloride as an admixture, required much less additional moisture to obtain necessary compaction after it had been placed on the road. Therefore, engineers decided that as soon as possible a project would be set up to include calcium chloride as an admixture in the full depth of the base construction. This project is a relocation of US Route 158 which runs from Norlina to Macon, a distance of 5.1 miles.

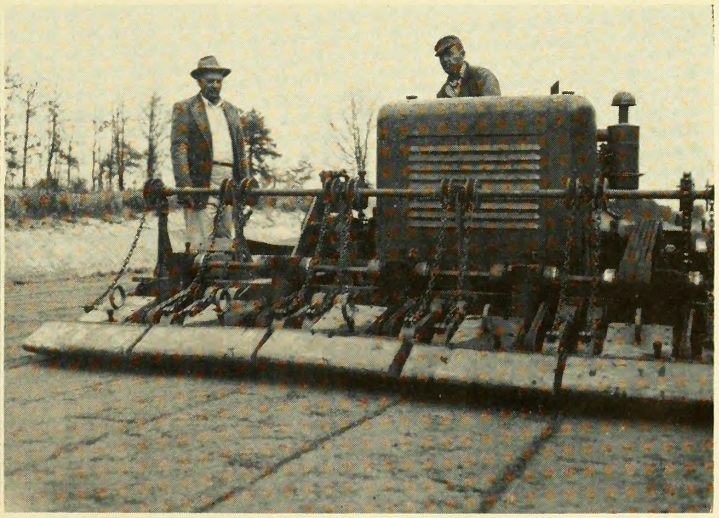
The rough grading on the project was completed in 1951 by Knight Inc. of Reidsville; and the contractor, F. D. Cline Paving Co. of Raleigh, began work on the base about November 1, 1953. As far as construction of the base is concerned, it was completed in mid-December, 1953.

Points of interest on this project are:

1. The calcium chloride was included

(Continued on page 18)





Note how closely the new tamping machine can follow behind the spreaders. The right picture shows a front view of the new Vibro Tamper. That's Resident Engineer H. E. Shaw of Warrenton on the left. The operator is "Doc" Ball of the F. D. Cline Paving Company. Pictures were made on the 5.1 mile relocation of US 158 from Norlina to Macon.

N.C.S.H.E.A. Association News

Vol. 4—Edition 3 **March, 19**

THANKS TO GOVERNOR UMSTEAD for the fine Christmas Card received by your Association Secretary which wished us all the best. DON'T FORGET TO send in your order for the new all-metal NCSHEA auto plates with the new design; the cost is $1 delivered to you, and it is mighty nice to meet these tags on cars along the highways.

HR 5180 is a bill now in the House Ways and Means Committee in Washington. This bill would exempt the first $1500 of retirement income from income tax, if passed. I suggest you write your Congressman in favor of passage of this bill.

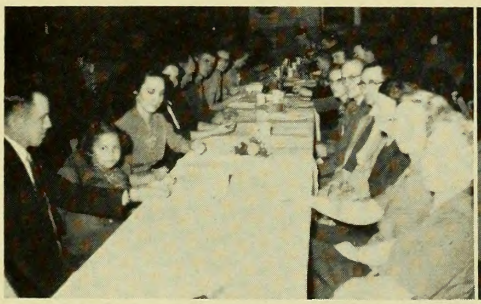
THUMBNAIL SKETCH OF PRESIDENT FRED BIGGERSTAFF — born 1904 in Cleveland County; served with Gaston County until State took over roads in 1931, has served as Supervisor since; member of Baptist Church, serving as Deacon since 1932 and as Sunday School Superintendent from 1945 to 1951; Chairman of Building Committee since 1946 during which time they have completed a $40,000 building and now plan a parsonage; Mason Lodge member; has hobby of dairy cattle; married Maude Kiser and has 1 son (Don) and 1 grandson. Fred is one of the most faithful and loyal employees of the Highway Commission, always working for the good of all.

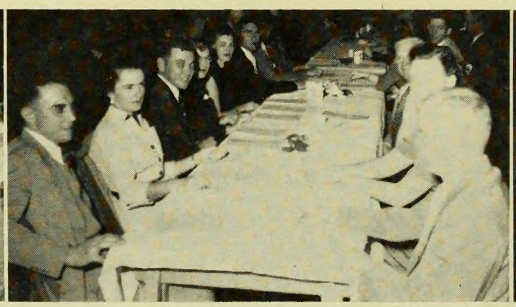
RETIREMENT INFORMATION— 63,799 active members enrolled in the System, with 3,389 members retired as of last November; $57,134,984 still unpaid by State on prior service; $134,-286,500 in reserve invested in Government Bonds, County Bonds, Municipal Bonds and Housing Authority Bonds. To give you an idea of the cost of retirement, when the System began in 1941, the budget for the 1941-43 biennium was $3,459,572—the budget for the 1953-55 biennium is $21,692,501. Some increase, eh? One of the finest Systems in the Nation, always operating on a sound actuarial basis. When prior service is completely paid off, about 10 more years at the present rate, budgets can be cut and benefits increased at the same time. Nathan Yelton, Executive Secretary, has done an excellent job and will continue to do so. He has always shown every willingness to work along with the Association in legislative matters pertaining to our Retirement System.

PAYROLLS — Sam Smith's department is doing an excellent job; Cecil, Freda and the others are doing an excellent job; checks going out quicker than ever—if they get in quickly, they go out quickly. In November, a total of 10,452 checks were written. To give you an idea of how checks go out, remembering that construction and administration are handled on the 25th: In November, a Holiday followed the 25th, then a Friday followed by 2 days for week-end, which must be considered talking of length of time it takes to g out checks. Even with this, look at t following: Divisions 2 and 6 payro received 11/25, mailed 27th—1 and received 27th, mailed 30th; 5, 8, 9, r ceived 27th and mailed 1st; 4, 7, 10, 1 13, 14 all received on 30th; 4, 7, 10, mailed on 2nd and others mailed 3rd; Division 11 received on 1st a mailed on the 3rd. Motor Equipment D partment payrolls received on 12/2 a ready at noon on 12/4. Prison Depa ment received on 12/1 and ready f mailing on 12/4. Remember the ho days in between, and remember th when several divisions are received one time, they can't all be ready to g out that same day. The Equipme Depot checks are always ready for d livery the same day payrolls are receiv by the Payroll Department. Rememb 5 divisions payrolls received at t same time, the day after a Holiday a with only 1 day to work prior to a wee end, and 6 divisions received the sa time after a week-end. The above a just typical examples of the efficiency which this Department works for yo benefit—I say, and I know I speak f the majority, CONGRATULATION AND THANKS FOR A JOB BEIN WELL DONE to "Cousin" Sam, Cec Freda, Clayton and the others!

INSURANCE INFORMATION — E

(Continued on page 20)







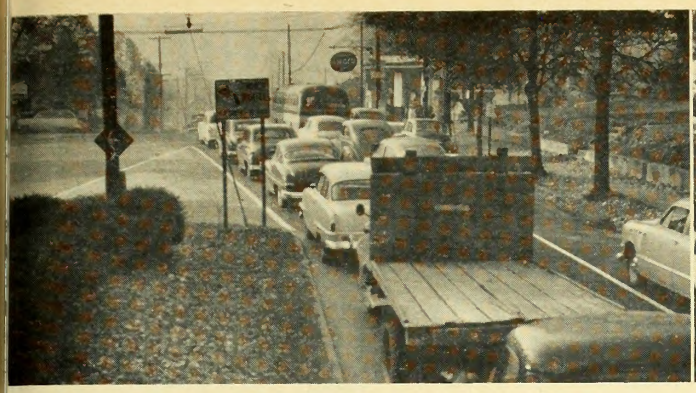
December 11 was a red letter night for the Pitt Chapter of NCSHEA of Unit Two. The quarterly meeting was held in the highway garage.

Bratha Abee, Betty Credle, Lillian Catlett, Verna Cox, Loraine Gaylor, Thelma Exum, Eleanor Taylor, Hazel Baker, and Anne Askew served a chicken barbecue dinner to the 200 or more members and guests.

Ed Credle m.c.ed a quiz show on "Know Your Association." Paul Harris, L. F. Waters, O. C. Boyd, J. D. Parker, J. R. Martin, and R. E. Smith were the panelists. Bratha Abee was the time keeper. Neither side missed a question. The quiz ended in a tie and the cash prize was divided.

Leland and Ada Briley plus their two little daughter Carol and Joan, were the Santa Claus family. Carol and Joa sang and danced for the group. When the group playe bingo, Santa and his helpers passed out prizes of candie raisins, nuts and candy cigarettes.

Special guests were J. H. Alford of Durham, Mrs. Pa Mallison of Rocky Mount, Mrs. Charlie Snell of Washingto N. G. Whitford and Vance Barnette of New Bern, A. J. Whi of White Construction Company, Margaret Burk, Mildre and Otis Banks, and E. T. Pearce of Raleigh.





—Photos by Pete Bourke

Highway employees in the Raleigh offices are familiar ith the traffic congestion shown in two scenes above. Shot on left shows US 70 and 15-A on Glenwood Avenne. t this point, near Peace Street, it is not unnsnal for three nes of traffic to be backed up for a full block or more.

At right see another congestion point on Person Street near Peace Street. US 1 rnns along this section.

A recently completed origin-destination traffic snrvey should provide the answers to correcting these internal traffic problems.

Traffic Plan Given

A master traffic plan for Raleigh was cently submitted to its City Council. he plan called for a multipurpose in- rnal expressway system, the "backbone" which is the Dawson Street express- ay, now being built.

The master expressway plan was in- uded in a 100-page report on an origin- estination traffic survey conducted in aleigh last May and June. James S. urch, Statistics and Planning Engineer, irected the survey and presented the eport.

The survey found out where vehicles anted to go "from here to there" each our (no matter what streets they ctually followed) and where trips started nd stopped.

At 69 stations on all entering highways nd at "inner circle" crossing streets, all rivers were asked for the origin and estination of all trips for a full day. At ne same time, traffic counts, "speed and elay" measurements, and classifications f vehicle types were made.

Traffic Is Local

Some of the facts showed that traffic s mainly local in nature, drivers in aleigh's traffic are mainly home folks, rip lengths are much shorter than enerally supposed, and the "big trucks" r tractor-truck-semi-trailers, while in- ividually the most objectionable type of ehicle, are not as numerous as they may ppear.

The report concluded, "It is obvious hat the great need is for additional nternal arterial streets or expressways, roperly located, designed and protected o provide for the needs of ever-increasing raffic volumes."

Burch presented a master expressway lan which suggested that through rural- ype belt-lines and by-passes are of no resent or immediate important benefit in Raleigh, that rights of way should now be reserved for such future projects. These would then become inside arterials when the city grows out and envelopes them. Access should be controlled in the early planning stages to prevent them from becoming slow, congested streets within a few years.

Concrete Notes

Portland cement concrete, like most people, enjoys spring and fall weather better than the extremes of summer heat and winter cold, according to Chief Materials Engineer C. E. Proudley.

Strength tests have been tabulated and plotted against the months of the year by various investigators. The average curves show definite dips in January and July. The highest values occur in April and October even though efforts are made to protect the test specimens by putting a lighted oil lantern in the curing box when the weather is cold or by placing the box in a shaded place in hot weather.

Test specimens require special consideration in protecting them from temperature conditions on the job. Being small in volume when compared to the structure, the specimens respond more quickly to temperature changes even when protected by the wooden curing box.

Cold Weather Curing

Low strengths obtained in cold weather are generally not as serious as those occurring in a hot spell. The low strength may result from the concrete being cold when mixed and placed. The hydration (chemical processes) in hardening concrete is fast or slow depending upon whether the temperature is high or low. Low strength in cold weather can be prevented. Using hot mixing water can give the concrete a temperature of 70 degrees when placed. Careful application of heat after the concrete is in forms prevents low strength. Extreme care should be taken to prevent the heat from either drying the concrete or causing hot spots. Eventually cold weather concrete will attain full strength if it is neither allowed to freeze nor otherwise damaged before it attains the strength for which it was designed. Should the surface of the concrete freeze, someone should be on hand when it thaws out to refinish the surface. No additional water is needed. More than likely there never will be any evidence that the surface was frozen.

Improper Curing

Hot weather low strengths are very serious. Nothing much can be done about them once the concrete has set. Improper curing means loss of moisture. The expansion and contraction of aggregates takes place as the temperature of the concrete goes up and down. The concrete is still not old enough or strong enough to resist rupture from these volume changes. Although these volume changes may be microscopic, they are enough to weaken the bond between the cement and aggregates.

Anyone who thinks curing concrete is only a matter of keeping it from drying out should make a study of the subject. The latest information shows that keeping the temperature of fresh concrete as nearly uniform as possible is just as important as keeping it wet. This is especially true in hot weather.

An excellent structure or pavement can be ruined by inattention to protection against temperature change as well as moisture loss during the first 48 hours of its life.



Metal pipe culvert specialists attended one-day conference in Raleigh in December. Pete Bourke took this picture of the group in the Commission Room.

From left to right see, J. R. Brandon of the State Highway Commission, T. F. deCapiteau of Republic Steel, R. E. Fadum of N. C. State College, G. E. Shafer and Boyd Steed of Armco, W. H. Rogers, Jr., H. D. Hester, A. T. O'Berry, C. G. Jackson, and C. E. Proudley (presiding) of the Highway Commission, Howard White, Don Wolford, and Jo Timmers of Armco, A. Duke Morgan of the Commissi M. G. Spangler of Iowa State College, and Nicholas Costes the Commission.

Dr. John W. Cell, math professor of State College, w not present when picture made.

Specialists Confer

Metal culvert pipe specialists met in Raleigh, December 15, to study data obtained after 18 months of observation of the experimental multi-plate corrugated metal pipe line on project 8521, Buncombe-McDowell counties. The project is the six-mile relocation of US 70 between Old Fort and Ridgecrest.

Chief Materials Engineer C. E. Proudley had invited an august group: research and civil engineering professors from N. C. State College and Iowa State College as well as manufacturing representatives of corrugated metal culvert pipe, to confer with the Commission's engineers and technicians. Chairman A. H. Graham greeted the visiting engineers.

Materials Research Engineer A. Duke Morgan and Nicholas Costes, research analyst, described the construction and investigational procedures used on the pipe. Briefly, the pipe, constructed in the summer of 1952, is 66 inches in diameter and 576 feet long. A fill, 172 feet high, was placed over it to carry a dual-lane roadway. ROADWAYS, as well as technical and trade magazines throughout the country, has carried articles describing the construction of the road project. The experiment on the pipe has gained national attention because of the magnitude of the fill, 172 feet.

Effect of Load

The object of the pipe study was to learn the effect of load on this type of structure as influenced by environmental conditions of installation and the height of fill. Periodic inspections and measurements, checking the settling and changing stresses, will continue for a number of years.

The group discussed the behavior of the various instruments which measure the movement and deformation of the pipe line and the surrounding fill material. They tried to evaluate the data not only in relation to this particular project but also for any future research.

Many of those who attended t Raleigh conference had met the d before in Asheville and had made detailed, on-the-spot examination of t condition of the culvert and fill.

Among the distinguished enginee and specialists were Professor M. Spangler of Iowa State College, a n tional authority on the engineeri principles involved in construction the fill; Dr. R. E. Fadum, head of t Civil Engineering Department at N. State College; Dr. John W. Cell, profe sor of math at State College; and G. Shafer and T. F. deCapiteau, design a research representatives of corrugate metal culvert pipe manufacturers.

Materials Manual Available

The Manual of Instructions for Sampling, Inspection, and Testing of Construction Materials for Roads and Structures is available through the materials inspector assigned your division or through a request to Chief Materials Engineer C. E. Proudley, c/o State Highway Commission, Raleigh.

The latest revision of the manual was made in February, 1953. The 39-page mimeographed publication gives detailed instructions for taking samples, shipping samples to the lab, performing certain field tests of aggregates, concrete and bituminous mixtures. It is full of general information which every qualified resident engineer and inspector should know.

If you've misplaced your materials manual, see the materials inspector in your division or write, Mr. Proudley.

Tatum Passes

District mechanic William P. Tatum Sanford died January 15.

Bill was only 53 years of age. He ha been with the Commission for 30 year He is survived by his widow, one son, an four daughters.

Bill Tatum was a great deer hunte Proof of his success were three mounte deer heads which hung in his office an at home.

He had a reputation for knowing th parts and mechanical work on most an type of highway equipment.

The starting of each day is always th hardest task we have to perform. Yet if someone with a pleasant smile says "Good Morning," then our day become a pleasant success from the start.

TAR WHEELS

NOTES AND CHATTER ABOUT HIGHWAY PEOPLE



HEADQUARTERS

NEWS from Accounting . . . *Edith ocker* is resigning to devote full time to usekeeping . . . *Emily Sinsley* and *Clay- n High* both took some vacation recently . *Mary Turner* reports a fine trip to sit her sister and family in Key West, orida . . . *Cecil Stearnes* had his ughter, Mrs. Jean Nardiello of Long land, plus her two little girls visiting er the holidays . . . *Marie Narron* has en added to the permanent pay-roll . . . e hope *Ruth Boone's* father is better; 's been in the Veterans Hospital at ayetteville.

UP IN ROADWAY *Dan Allen* ventured t of Wake County to bring his dog, oxy, home after a six-week training urse in Farmington . . . *J. L. Morson* is ite proud of his limit of birds—one for e season . . . *Raymond H. Steinberg* is new employee in the drafting room.

BARBARA SYKES of the Legal Depart- ent is all aglow after telling everyone out her engagement to State College aduate, Walter Schacht of Leaksville . They'll marry the week-end of July urth.

DOT B. MEDLIN is now a permanent nployee in Personnel . . . *Mary Gray nes* is helping out temporarily.

BITUMINOUS BUSINESS . . . *William Ware* was out sick a week; he's back d better now . . . *Pauline Pleasants* is the market for a farm in Wake County, eferably near Cary . . . *John D. Walton* the Harricane was busy after the big in and snow in January; he's finally mped out the swimming pool in his sement . . . The *Graham Egertons* both ve green thumbs . . . Mrs. Egerton is esident of the Raleigh Garden Club hile *Mr. Egerton* is president of the aleigh Men's Horticulture Club . . . The . A. *Ellises* were glad to have their son home briefly between semesters at Camp- bell . . . *Ed Gill* was sorry to lose his prize Irish setter; the dog swallowed a rock and died.

FACTS FROM STATISTICS . . . *J. S. Burch* attended a Highway Research Board meeting in Washington, D. C., during the big snow in January . . . His secretary, *Flora McDonald*, fell and fractured her arm; she was home the month of January but is now back on the job . . . *Blanchie Bradley* spent the Christmas holidays visiting her brother in Wilmington . . . *Donald Corwin* is a new employee . . . *W. M. Cherkas, Jr.*, has just started to work; he'll assist *Polk Denmark* . . . Former employee *Helen Puckett* is now the proud mother of a baby boy who was born, January 10 . . . *Marie Hall* was home with flu for two weeks; we're glad she's better and back at work now.

BITUMINOUS Engineer *T. V. Fahnestock* attended the annual meeting of the Asphalt Paving Technologists in Louisville, Kentucky.

W. E. HAWKINS' secretary, *Bobbie Jean Ray*, was married to Kenneth Herring, January 31 . . . The Sunday afternoon ceremony was held in Selma's Methodist Church.

BETSY PENNY who formerly worked in Highway Purchasing is back now . . . She's working in the Right-of-Way Department.

LANDSCAPE NEWS . . . *Frank Brant* attended the Highway Research Board meeting in Washington, D. C., January 12-16 . . . He's doing a fine job as chairman of the Committee on Roadside Development . . . His secretary, *Irma Callahan*, was out sick a week; she's back now . . . Landscape Man *W. E. George* of Burgaw took a vacation in Florida.

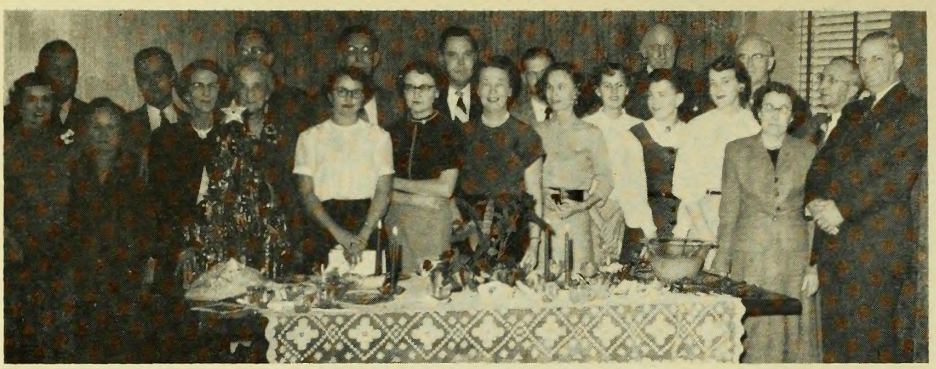


The last day before Christmas holidays, the folks in the Raleigh equipment office had their annual informal party. They had a small decorated tree and served cokes and cookies.

First row, from left are Ethel Jones, Joanne Daniel, Vera Graham, Ollie Roberts, and Edith Williams.

Second row, from left see Essie Ruth Jones, Sarah Peele, Frances Stephenson, Julian Ray, and B. W. Davis.

Third row, from left are Margaret Seagroves, Dorothy Stephens, R. G. Setzer, Myrtle Wall, and J. V. Clifton.



Folks from Personnel, Right-of-Way, Safety, Legal, State Engineer's, Chairman's and Public Relations offices, all on the second floor of the Raleigh highway building pooled their talents for an informal Christmas party in the Commission Room. Earl Crump was master of ceremonies, A. H. Graham read the Christmas scripture, Brooks Peters gave a prayer, Ina Ferrell read a poem, Ken Wooten lead group carol singing, and W. H. Rogers, Jr., played Santa and passed out the inexpensive gifts (50 cents limit). Right-of-Way furnished a small decorated tree and Avis Knight was in charge of the refreshments.

CLAUDE E. WATKINS of the Bridge Maintenance Warehouse in Raleigh has been hospitalized at Mary Elizabeth for an operation; we hope he's much better . . . We're sorry that *A. S. Furtado's* mother-in-law recently had a stroke.

THE DIVISION Equipment Superintendents met in Raleigh, February 9, for a one-day briefing . . . State Equipment Engineer *B. W. Davis* journeyed to Washington to attend meetings of the Highway Research Board . . . *Mrs. Doris Barham* has replaced *Mrs. Ollie Roberts* who left the State to join her husband at Fort Riley, Kansas . . . *Mrs. Frances Stephenson* was out for a week for a minor operation at Mary Elizabeth Hospital.

PRISON DOINGS . . . *Mrs. Evelyn Ramey* transferred from the Prison Department to the Department of Agriculture, January 1 . . . *Mrs. Virginia Ofcharik* resigned due to her health in January . . . *Mrs. Edith Allen* resigned to devote full-time to housekeeping . . . There are three new employees: *Mrs. Josephine M. Upchurch, Mrs. Margaret Pollock,* and *Mrs. Peggy R. Jones* . . . *W. L. Fleming* took his family to the western part of the State for Christmas . . . *Mrs. R. G. King* and her family went to Cleveland, Ohio, for the holidays . . . *Mrs. Della Mitchell* spent her holidays in Norfolk and Elizabeth City . . . *Mrs. Dell McCotter* went to Oriental for Christmas . . . The *Blaine Madisons* recently moved into their lovely now home on McDonald Lane.

UP IN THE BRIDGE Department, *Ben Terrell* has been all smiles since the birth of a son, Benjamin Park, III, January 7 . . . *Joseph J. Baldwin,* a former employee with a service record of some 15 years, has returned to work in the hydrographic department . . . *James G. Barlow,* a State College student, is working part-time in the drafting room . . . *Jessie Ruth Norris* and *Ralph F. Owens* were both out briefly with the flu . . . *Sam Usry* and *John Wiggins* were both out several days for Wake County Superior Court jury duty . . . *Annie Ruth Sugg* was among the group of Raleigh Little Theatre members who chartered a bus and went to Richmond to see the "Caine Mutiny Court Martial" . . . *W. J. Brown* motored to Texas and Florida during the Christmas holidays.

MRS. JOHN S. WARREN of Rocky Mount recently had an operation . . . She's at home now and making a fine recovery.

WHEN MRS. WILLIAM B. UMSTEAD had a tea for the wives of the members of the N. C. Society of Engineers, January 29, Mrs. Graham Egerton directed the flower decoration of the Governor's Mansion.

DIVISION TWO

JASPER L. PHILLIPS
Division Correspondent

CONGRATULATIONS to *J. Z. Caune* and *Ottis L. Potter* who were promoted to engineering aide II's, January 1.

WE WERE SORRY to learn of Carl Austin's confinement in the hospital following a car accident, January 16 . . . Carl worked with the Commission sometime ago on a temporary basis . . . He is the son of *C. B. Austin,* section foreman in Beaufort County.

SYMPATHY is extended *Mrs. Wilson Peed* in the death of her father, William T. Rayburn, January 19 . . . Her husband is a gang foreman in Beaufort County.

G. C. PHILLIPS and his wife spent the Christmas holidays visiting their children in Durham . . . *L. B. Cox* and *C. L. G* also took a few days of vacation duri Christmas.

SECTION foreman *Elbert Bullock* nursing facial burns received when a kettle exploded.

MRS. MARGARET SPEAR, wife *R. M. Spear,* recently spent a few da in the Pitt Memorial Hospital.

IT'S GOOD to see section forem *Willie Adams* back at work after extended illness.

HOMESITES were recently purchas by *L. B. Cox, L. F. Waters,* and *Mr. a Mrs. Carl Abee, Jr.*

C. B. WICKER, division prison sup visor at Asheboro, and *K. B. Bail* Warden of Central Prison, were rece visitors at the division highway shop Greenville.

BEST WISHES to the newly-weds . *Ottis L. Potter* was married to Franc A. Elks, December 26 . . . They hon mooned in Florida . . . *Ottis* is Construction.

THE SECOND was saddened by t death of *Dewey R. Ellis,* January 17 . He was a mechanic in the division sho

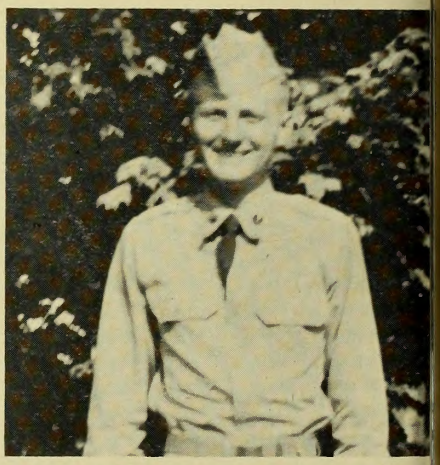
SYMPATHY goes to *E. M. Woolard* the loss of his brother in December.

DIVISION THREE

IRENE L. WORLEY
Division Correspondent

WE'RE MIGHTY thankful that eve one enjoyed the Christmas holidays a that all returned safe and sound to wo

JANUARY 21, was "F" Day in Burg . . . Steno *Marie Ferrell* moved into h new home . . . She said she waited years for that day . . . We know she a her family will enjoy living in a home their own.



Pvt. Richard B. Tharrington is n in Korea. Before going in servi Richard was a Trades Apprentice in t Raleigh Equipment Depot machine sho

THOSE who couldn't attend the wedding of *T. T. (Thad) Carroll's* daughter missed the chance of a lifetime in not seeing *Mr. Thad* really dressed up.

DECEMBER 18 was Ladies Night for the Duplin Chapter of NCSHEA . . . Members and guests put away pig and chicken barbecue . . . After the feed, the folks danced to string music . . . Special visitors were the *C. E. Browns*, the *B. Whitesides, Mr. and Mrs. R. V. Biberstein* and daughter, and Otis Banks.

EVERYONE'S "Buzzing" with plans for a barbecue, March 5, to dedicate the new Division shops at Wilmington.

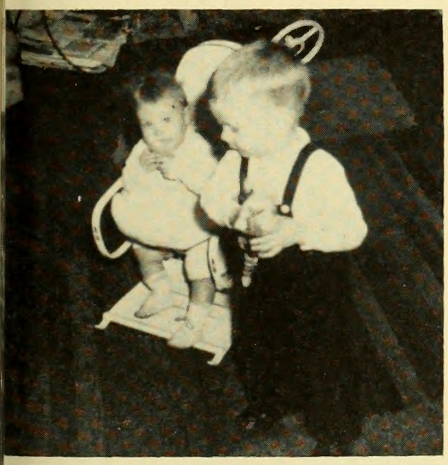
SICK LIST . . . *Evans McCullen*, engineering aide, is back on the job after a short hospital stay . . . He injured his back while beaching a boat on Armistice Day . . . Right-of-Way Engineer *A. Z. Williams* was out sick a few days . . . *Mrs. O. R. Brinson*, wife of the machine operator, was seriously ill in the James Walker Hospital in Wilmington . . . We hope she's much better.

THE R. A. ASHWORTHS attended the winter meeting of the N. C. Society of Engineers in Raleigh, January 29-30.

IRENE WORLEY extends appreciation to the Third Division office for their kind expression of sympathy when her father died, December 21 . . . Our sympathy goes to *E. G. Harris* in the loss of his mother.

FOREMAN *E. O. Littleton* and *G. F. Brown* recently retired after many years of loyal service . . . *Mr. Littleton* left in January, *Mr. Brown* in March . . . We wish them many more happy and useful years.

RESIDENT ENGINEER *Ingram* and Foreman *Patterson* took in many of the State basketball games in the Colliseum.



Mr. and Mrs. John W. Lambeth are mighty proud of their two children. Frances Gray was nine months old and John Ervin was 21 months old when picture made. Mr. Lambeth is an automotive parts clerk at the Raleigh Equipment Depot.

INSPECTOR *Paul Cameron* reports a successful bird hunting experience during his vacation in December.

DIVISION FOUR

WADE H. PRIDGEN
Division Correspondent

DAVE HANCOCK drove his wife, son, and baby daughter up to Massachusetts to spend Christmas and New Year's holidays with his parents . . . Because of snow and ice, *Dave* returned by train to N. C. and left his family . . . He went back up north the last of January and fetched his family home . . . *Dave* reports he and his wife especially enjoyed their stop-over in New York City where they took in the radio show, "Two for the Money."



Ellis R. Short and Linda Lee Cain cut their bridal cake after their wedding, December 20. They were married in the Trinity Baptist Church of Fayetteville. Mrs. Short is the daughter of E. P. Cain of Elizabethtown who is a maintenance employee in Bladen County.

CONGRATULATIONS to *Audrey Lamm* who is flashing a diamond ring . . . She is engaged to Tommy G. Perry, a senior at East Carolina College in Greenville . . . They plan to marry soon after his graduation in May . . . *Audrey* is a stenographer clerk in the division office.

A SPEEDY recovery to *Mrs. Sidney Holmes* who is home recuperating from an operation at Mary Elizabeth Hospital in Raleigh . . . Her husband is division road oil supervisor.

WE'RE GLAD *Mrs. Mabel Askea* is back at work after a siege of flu . . . She's a stenographer clerk in the division shop.

OUR DEEPEST sympathy to *Homer Batchelor* of Location in the recent death of his father.

TIME OUT . . . *Mrs. Vernice Benton* and her husband, Bill, spent Christmas in Richmond with her sister . . . *Mrs. Benton* is a stenographer clerk in the division equipment shop . . . Division engineer *E. P. Koonce* spent his Christmas holidays bird hunting . . . He reports several good kills . . . Engineering aide *Frank Daino* took his wife to visit relatives in New Jersey over Christmas . . . *Mr. and Mrs. W. J. Ezzell* spent Christmas with his sister, Mrs. Claude Rivenbark, in Wallace . . . *Mr. Ezzell* is shop foreman with the Equipment Department . . . *Mr. and Mrs. Gray Lamm* spent their vacation in Florida . . . The trip was wonderful according to *Mr. Lamm* . . . He's in Right-of-Way . . . *Edward C. Davenport* and his parents spent Christmas in Florida . . . They took in Silver Springs, Tampa, St. Petersburg, and Sarasota . . . *Edward* is in Construction.



Gang foreman J. C. Bray of Yadkinville proudly displays a 20-pound coon. Bray's dogs trailed the coon to his hole, dug him out and fought with him for 35 minutes before subduing him.

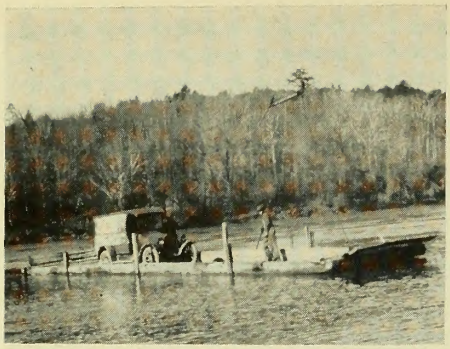
MR. AND MRS. *G. C. Eason* are very pleased with their new little daughter . . . She weighed seven pounds . . . *Mr. Eason* is employed with Road Oil.

RESIDENT engineer *S. O. Southall, Jr.*, had a big time when he attended the Elk's Bowl game at East Carolina College.

DIVISION FIVE

J. W. JENKINS
Division Correspondent

DURHAM COUNTY doings . . . *Mrs. Margie D. Sanders*, efficient secretary of the Second District office for the past six years, resigned December 1 . . . All of the Division Five and District Two office personnel enjoyed a Christmas party . . . Among the folks on hand were Division engineer *Hunter Irving*, Assistant division engineer *J. W. Jenkins*, Division prison supervisor *M. S. Hodges*, Sign supervisor *B. F. Wheeler*, Road Oil supervisor *James McQueen*, Landscape engineer *J. W.*



If you travelled between Troy and Albemarle back in 1920, you had to take the Swift Island Ferry on old NC 73. The ferry tender had to pole across the stream. In 1921, the Commission built a bridge here.

Fuller, Office engineer *John Monk Webb*, Highway engineer *Quinton Sorrell*, Secretary *Dorothy Hilliard*, Secretary *Mattie Hall*, Secretary *Ruth Mangum*, District engineer *M. T. Adkins*, Right-of-Way engineer *W. D. Moon*, and Supervisors *C. W. Crissman, Kirk Duncan, Roy Beard, Kyle Jones;* and Equipment superintendent *Henry Alford* . . . It was one of the best get-togethers ever . . . *Kirk Duncan* is back at work after a stay in the hospital . . . *Hoyle Thacker* transferred from Construction to the Right-of-Way Department . . . *J. Monk Webb* spent a few of the holidays at his old home in Atlanta . . . *B. F. (Ben) Wheeler* is mighty proud of his fine new sign shop in Durham.

GRANVILLE COUNTY NEWS . . . *Harry L. Compton* is all smiles since the birth of his son, Timothy Lee, January 13 . . . Our sympathy goes to section foreman *Harry B. Royster* in the recent deaths of his mother and mother-in-law . . . Maintenance supervisor *Roy H. Beard* is now in Florida recovering from a leg injury . . . He has been on sick leave since last November . . . His fellow employees are glad to hear that he is doing fine . . . Gang foreman *Giles E. Crutcher* has been doing a good job substituting for *Mr. Beard* . . . Patch foreman *Albert S. May* is well on the road to recovery from his recent appendectomy . . . There were many bird hunters in Granville, but Joe Greenway claims he was the leading hunter.

PERSON COUNTY employees enjoyed another Ladies Night, December 18 . . . The party was held in the V. F. W. hut in Roxboro . . . A picnic lunch was served . . . Afterwards they square danced . . . *Kyle (Deacon) Jones*, maintenance supervisor, has tried mighty hard to get that turkey this year, but so far he hasn't . . . Our deepest sympathy to the family of *J. Webb Frederick*, gang foreman, who died December 1 . . . He had been doing a good job for the Commission since 1936 . . . He will be missed by his many highway friends.

GANG FOREMAN *G. W. Pruitt* of Bunn held his annual chitterling supper, Saturday, December 19, at his home . . . Among the guests were *J. P. Brown, Earl Crump, Wilson Southall, M. Z. Morris, R. W. Moore, F. S. Clark, A. W. Fowler*, and *S. F. Holmes.*

THE FOLLOWING Construction men took long Christmas vacations: Resident engineer *T. J. Boardman, J. R. Jones, J. B. Chamblee, Frank Holding, E. T. Cozart, Jr., Kenneth Horton, Jr., B. A. Perry, J. R. Hicks, Jr.*, and *J. B. Harrison* . . . From all reports, they enjoyed their time off and came back refreshed to work.

LITTLE *Vann Denton*, son of *P. G. Denton*, is reported doing nicely after being hospitalized with spinal meningitis.



The folks responsible for fine Christmas meeting of the Pitt Chapter of NCSHEA at the Highway Garage in Greenville pose for their picture.

Front row, from left, Paul Crawford, H. L. Vincent (vice-chairman,) Carol Briley, and Joan Briley.

Second row, Jasper Boyd, C. D. Bass (secretary-treasurer), L. F. Waters, H. L. Briley, and Ada Briley.

Third row, Lonnie Buck who prepared the chicken barbecue, Anne Askew (chairman), and E. D. Credle.

Anne gave an impromptu skit on newly-wed "Dorothy Dumb" shopping for her first Christmas dinner.

GET J. T. BEAL, payloader operator, to tell you about the brand new little girl, Nellie Katherine, at his house.

CONGRATULATIONS to *E. J. Lewis*, temporary section foreman helper, on his marriage to Clorie Magalen Tant, December 23 . . . They were married in Pilot.

FOREMAN *C. B. Alford* can tell you all about the Grand Ole Opry in Nashville, Tennessee, since he attended on performance in December.

HIGHWAY employees of Bunn he their annual Christmas barbecue supp at the Prison Camp, December 23 . . Everyone consumed quantities of pig an chicken barbecue, slaw, potato salad, an coffee.

EMPLOYEES of the Raleigh distri office enjoyed their Christmas part December 23 . . . Barbecue with all th trimmings was served . . . Among th guests were *E. T. Pearce, Hunter Irvin* and Mr. Andrews of N. C. Products . . It was a fine party.

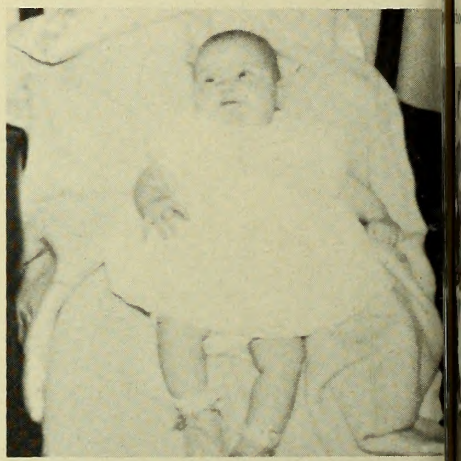
IT'S GOOD to have Gang foreman *S. Howard* back on the job after an extende illness . . . Motor operator *P. R. Ray* convalescing at home after a prolonge stay in Duke Hospital.

DIVISION SIX

CLARA MORAN
Division Correspondent

THE CHRISTMAS party for divisio office personnel and guests was hel December 19, at the State Highway Patro Club . . . About 40 people enjoyed a stea dinner . . . Division engineer *L. E. Whi field* was master of ceremonies and di tributed the gifts . . . Afterwards, he lea carol singing . . . Honor guests were *Com missioner and Mrs. Hasty* plus thei daughter, Jane, and *Third Divisio Engineer and Mrs. C. E. Brown.*

WINTER VACATIONS . . . Recen visitors to Florida included *Commissione Hasty and his family, District enginee and Mrs. Sam Wilson*, Resident enginee



Brenda Sue Sutton, fourth little gir to arrive at the George Sutton home was born September 19. Her daddy buildng superintendent of the Raleigh highway building, is the man who keeps the building maintained and in good working order. George has been with the State for ten years.

C. Butler, and Section foreman *J. L. nce . . . The Hasty family* drove from xton to Florida where they boarded a at for Cuba . . . They spent three nderful days in Cuba and took in all tourist attractions . . . *The Wilsons* ended the Orange Bowl game, visited ami, Marineland, and returned home the east coast . . . *Kesler Butler* said Florida weather was perfect, but he s glad to get back to the Old North ite and Fayetteville . . . *Blount White-e, Jr.*, of Construction in Fayetteville, tored to Texas in December . . . He ited relatives in Dallas, San Antonio, d Amarillo . . . *A. S. Haire*, Bladen unty maintenance employee, journeyed New York to visit relatives over Christ-as . . . *D. P. Propst*, maintenance em-yee of Fayetteville, took his family to rganton during Christmas to see rela-es . . . Section foreman helper *J. C. att* of Columbus County visited his son Dallas, Texas, during the holidays . . . *. and Mrs. W. B. Martin, Sr.*, of Lum-rton vacationed in Montgomery, Ala-ma, in January . . . *Mr. Martin* is in intenance . . . Columbus County em-yee *W. F. Hammond* visited his sister Williamsburg, Virginia, during Christ-as . . . Gang foreman *Haynes Ivey* sited his daughter in Norfolk during e holidays . . . Gang Sub-foreman *T. D. dridge* went to Newport News to see s daughter at Christmas.

GET WELL WISHES to Section fore-an *D. F. Hammond* who has been out k since December 9 . . . To *C. H. Helms*, intenance employee of Fayetteville, o is recuperating from a back injury . To Gang foreman *Homer Smith* who s quite ill in the Lumberton Hospital . To Machine operator *Willard Tatum* o is convalescing from a recent opera-



These fine, bright-eyed youngsters e Harry and Kenneth Kelly, grandsons f Second Division Prison Supervisor nd Mrs. J. L. McDonald. They were ighty excited when Santa left two icycles at their home.

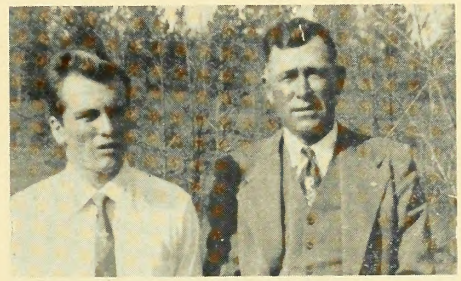
tion in the Bladen County hospital . . . *Mr. Tatum* is a Bladen County maintenance employee . . . To *Justin Byrd*, Robeson County maintenance employee of Lumberton, who was hospitalized in January, but is now recovering at home . . . And to *H. C. Daniel* of Autryville who was out sick in December.

PRISON GUARD Junior Martin is back on the job after a two week illness . . . He works at Camp 603 in Fayetteville.

MAINTENANCE employee *H. K. Autry* of Fayetteville has a very profitable spare-time hobby . . . He does a thriving business by repairing radios.

CONGRATULATIONS to *Mr. and Mrs. W. F. Britt, Jr.*, of Lumberton on the birth of a fine daughter, Lena Mae, December 1 . . . *Mr. Britt* is a maintenance employee in Robeson County.

OUR SYMPATHY to *Clarence Taylor* in the death of his wife in December . . . *Mr. Taylor* is a guard at Prison Camp 602, Whiteville.



Mrs. Carrie Parsons of Troy is mighty prond of her family. That's her husband, A. T. Parsons, on the right, and her son, A. T. Parsons, Jr., on the left.

The senior Parsons is gang foreman in Montgomery County. He has been with the Commission for over 28 years. He and his family are members of the Laurel Hill Baptist Church.

A. T., Jr., is 16. Some day he hopes to be a Baptist minister.

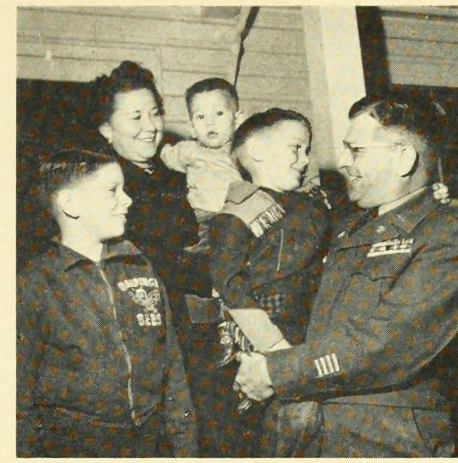
The Parsons' youngest daughter, Louise, is in nurses training at Mercy School of Nursing in Charlotte.

Their older daughter, Josephine, is married to G. T. Haywood. They have three lovely children: Frances who is five; Tilman, four, and Ronald, two.

The Parsons are typical of the many fine families associated with the Highway Commission.

RICHARD EDMUND worked in the district equipment office at Whiteville until December 7, when he was inducted into the Army . . . He's now stationed at Camp Gordon. Georgia.

BEST WISHES to Machine operator *Lloyd F. Hammonds* on his marriage to



Maintenance supervisor R. L. Brown of Charlotte recently welcomed his son, Robert, Jr., home after 23 months service in Korea.

Colonel Brown has a long career in the service of his country. He has been singled out for several distinguished awards. His latest decoration is a bronze star for meritorious service while serving as chief officer of the Quartermaster Corps' Service Center in Korea.

His return in early December assured a joyous Christmas for his wife and three sons. From left, see ten-year old Robert III, Mrs. Brown, two-year old Donald, and four-year old Luther, held by Col. Brown.

It's easy to see why Col. Brown did a good job in a difficult situation. He takes after his dad.

Col. Brown is now stationed in Raleigh.

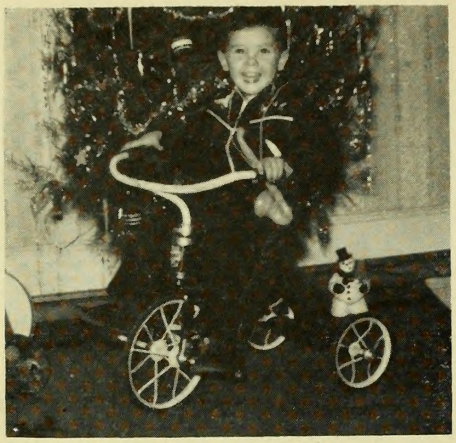
Mary Ann Hooks of Fort Pierce, Florida, November 10 . . . They now live in Columbus County.

DIVISION SEVEN

P. L. WELCH
Division Correspondent

THE OFFICE personnel of Division Seven and District Two held their annual Christmas party, December 23 . . . A merry time was had by all who participated in the "Pollyannas" . . . *P. L. Welch* made a fine Santa . . . Everyone was well-pleased with his distribution of presents . . . Fruit cake and cokes were served to about 15 employees.

OUR HATS are off to the highway forces in Guilford and Rockingham counties who worked overtime in removing the Big Snow in January . . . By that Sunday afternoon, they had the main roads cleared, including many county roads.



Little David Poston was one happy boy on Christmas morning when he fomd the tricycle Santa left him. David, son of Mr. and Mrs. C. G. Poston of Shelby, has fnlly recovered from his injnries. He fell ont of a moving car. His dad is a highway employee in the Twelfth Division.

BASKETBALL enthusiasts *P. L. Welch, J. I. Lynch, Jr., R. S. Thomas,* and *W. W. White* took in a few games of the Dixie Classics in Raleigh.

HIGHWAY engineer *W. C. Edwards* and Highway inspector *W. C. Hitchcock* went deer hunting in December at Mt. Mitchell . . . *Mr. Edwards* bagged a nine point buck!

ABOUT FORTY guests enjoyed the lovely open house which the *J. B. Cliftons* held Christmas at their home on the Hawfield Church Road . . . *Mr. Clifton* is a resident engineer in the First District.

GET ROAD maintenance supervisor *J. B. Taylor* to tell you about his boy, Jerry, who made the varsity basketball team at Graham High School . . . Jerry is a junior . . . His dad is very proud of him.

CONGRATULATIONS to the newly-weds . . . Road maintenance supervisor *C. I. Walters* gave his daughter, Frances Sue, in marriage to Thomas Pope, December 27 . . . The couple were married at the Hillsboro Baptist Church . . . They honeymooned in Florida and are now at home in Hillsboro . . . Teddy E. Hunter, son of *James Hunter*, Section Foreman in Alamance County, was married to Stella Mae Bundren, December 8, at the parsonage of the Hyco Baptist Church in Mebane . . . The Rev. R. B. Ramsey officiated . . . Teddy is in the Army . . . He has since reported to San Francisco for duty in Okinawa.

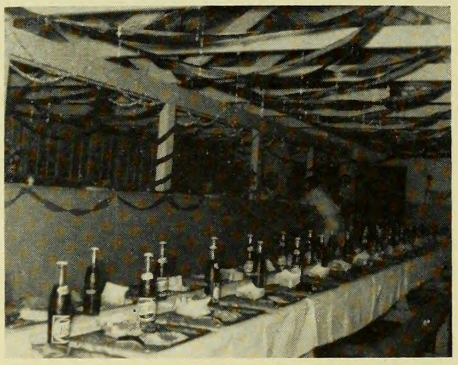
OUR SYMPATHY goes to *J. L. Scruggs* in the death of his mother-in-law, Mrs Dorcas Falvey . . . *Mr. Scruggs* is in Construction . . . To *J. Daniel Gwynn* in the recent death of his sister, Mrs. Bess Covington, of Danville, Virginia . . . To *William B. Witty* in the death of his father-in-law, December 19 . . . To *Elmer Cox*, mechanic at the district shop in Graham, in the recent death of his father, W. C. Cox of Ramseur . . . And to the family and many friends of *Oran H. Dodson*, section foreman in Orange County, who died December 12 . . . *Mr. Dodson* had been with the Commission for 13 years.

FOREMAN *Leslie J. Whitt* in Alamance County retired on disability, January 1.

TWO MEN in Construction are sporting new cars . . . *Jerry Bullard* is driving a 1954 Mercury, *Williard Perry* has a new Ford.

WELCOME to two new employees: *H. E. Collins* and *D. A. McCollum* . . . Both are engineering aides in Construction at Greensboro.

MRS. PAULINE I. COWELL was recently employed as a stenographer-clerk in the division office . . . We're glad to have her.



Prisoners at Stanly County Camp 1005 were greeted by this inviting dinner table on Christmas. Note the festive decorations. Ray Bass is superintendent.

THE SICK LIST includes *Woodie G. Bobbitt*, truck driver in Orange County, who was hurt in an accident Christmas Day while he was spreading sand on Bolin Creek Bridge near Chapel Hill; Gang foreman *Eli Welch* who was in the hospital a few days over Christmas, but is now back at work; *Scott A. Campbell*, section foreman in Alamance County, who was out with flu; *Don S. Pettigrew*, section foreman helper in Alamance County, who was recently hospitalized; Motor grader operator *James R. Whitt's* wife, Rosa Ella, who was a patient at the Baptist Hospital in Winston-Salem; *Mrs. Verna C. Rowland*, wife of *Edward M. Rowland*, who has recently spent a few days in the Memorial Hospital in Danville . . . Mrs. Morris L. Collie who was also at the Memorial Hospital . . . *Mr. Collie* is a truck driver in Caswell; *Mr. C. B. Sumner*, section foreman in Orange County, is also out sick.

DISTRICT Engineer *L. H. Gur* recently spent a few days in Jacksonv and Daytona Beach, Florida . . . He back just ahead of the snow storm . . He was in time to help remove ice fr the roads.

MR. AND MRS. *George M. Shel* announce the birth of a son, December . . . *Mr. Shelton* is a foreman in Casw County.

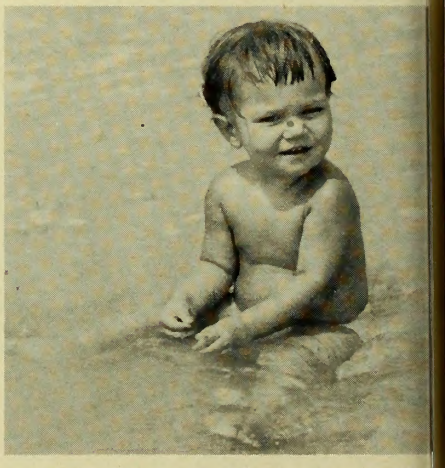
DIVISION EIGHT

EDWARD C. DARDEN
Division Correspondent

THE EQUIPMENT Department Scotland and Hoke counties have mo into their new shop at Wagram . . . men in equipment have needed more sp for sometime . . . Now they have ple of room for parts and a big yard w plenty of storage space.

TWO VETERAN highway employ recently died with heart attacks . Highway inspector *Arthur E. Hamilt* better known as "*Ham*" to his ma friends, of Asheboro died December . . . He was only 63 . . . He is survi by his widow, Jessie M., one son, a two daughters . . . He was a veteran World War I . . . His service dated fr 1921 . . . He will certainly be mis during the construction and grading roadway.

ELMER H. ANDREWS, Section fo man of Bonlee, died December 30 . . . was 56 . . . *Elmer* spent his 32 years highway work in Chatham County . He spent three years with the Navy Alaska . . . He was married and had t children . . . Elmer was an old stand- went it came to patching, ditching a general maintenance.



Little Mary Jo Harris was only months old when this picture was ma last summer. Her daddy is Jo Ne Harris, an automotive parts clerk the Raleigh Equipment Depot.

OUR SYMPATHY goes to *Grady Cox*, echanic in the division shop, in the ath of his father, W. R. Cox of Coleridge, nuary 13.

EVERETTE W. VARNER, sign painter Asheboro, was married to Marie Peack of Denton, December 12 . . . The uple are at home on Route Two, heboro.

TOM COLLINS, road oil foreman of amers, recently had an operation in the oore County Hospital . . . We all hope m will soon be back on the job.

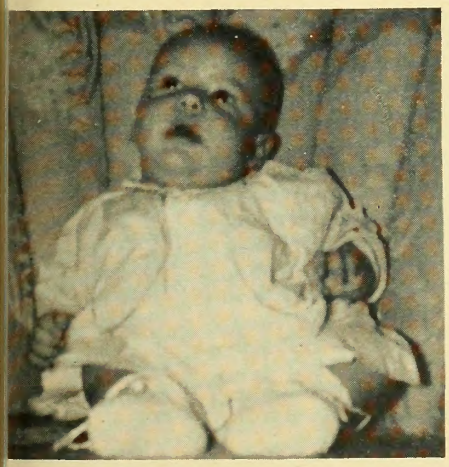
NEW BABIES were recently born to milies in the Eighth . . . *Mr. and Mrs. L. Davis* of Siler City announce the rth of a daughter, Sheila Frances, Janary 15 . . . *Mr. Davis* is a sign painter in natham . . . *Mr. and Mrs. Clifford Jester* Asheboro have a new daughter, atheryn Gail, who was born January 24 . *Mr. Jester* is a section foreman helper Randolph County . . . Little Larry tevens, son of the *John W. Priests* of agram, was born August 30 . . . His ther is a sign painter.

MR. AND MRS. *James R. Saunders* of sheboro announce the birth of a son, ark Keith, January 1 . . . He was the rst baby to be born in 1954 in the Randolph County Hospital . . . His father is section foreman in Randolph County.

DIVISION NINE

R. B. FITZGERALD
Division Correspondent

MEMBERS of the Rowan County hapter of the NCSHEA enjoyed a grand yster roast just before Christmas . . . he party was held in the maintenance ard in Salisbury . . . After everyone had aten all he could hold, the remaining



This husky little fellow is Joe Michael Flake, son of the James H. Flakes. Joe is only four months old. His dad is in the road oil department of the Tenth Division.



The Waynesville Coustruction office held their annual Christmas party this year at the D. V. Raxter home. From left, the children are Hugh Raxter, Donald Dockery, and Ella Tweed.

The ladies are Mrs. W. T. Houser, Mrs. Roy McDowell, Mrs. F. L. Hutchison, Mrs. D. V. Raxter, and Mrs. W. N. Dockery.

The men folks from left are W. T. Houser, Roy McDowell, F. L. Hutchison, Denver Byers, W. N. Dockery, and W. H. Tweed. D. V. Raxter took the picture.

stew was sold and the proceeds sent to *C. C. Poole*, a retired highway employee who has been very ill.

SECTION foreman *J. D. Stewart* of Davidson County retired February 1, due to ill health . . . He had been with the Commission since 1939.

H. N. SHAW of Kannapolis and *R. F. Shoaf* of Lexington are due back on the job soon . . . Both have been out sick since October . . . *Mr. Shaw* had a back injury.

OUR SINCERE get-well wishes go to little Patsy Ann Kesler, three months old daughter of the *A. L. Keslers* . . . She's been a very sick girl since before Christmas . . . After several stays in the hospital, we hope she is on the road to recovery.

ROAD OIL employee *W. W. Goode* has been on the sick list since December . . . He had one of his middle toes removed . . . We hope he's much better now.

GRADING has been completed on the site of the new division shop . . . Construction will begin as soon as weather permits . . . The new shop will be located on North Cherry Street extension, adjacent to the Forsyth Prison Camp, Winston-Salem.

DIVISION TEN

CHARLES R. SMITH
Division Correspondent

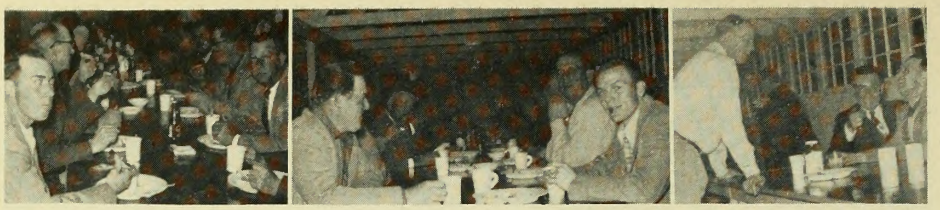
HIGHWAY employees of Mecklenburg County had a Christmas party at the clubhouse, December 23 . . . Special guests were wives and children . . . There was a lovely tree all trimmed and lighted . . . Santa had left gifts for all the children . . . The folks enjoyed a good barbecue supper and an excellent program of entertainment . . . *Harry Long* was M.C. and lead carol singing . . . In his words, "Any woman who gets up early enough to get a highway employee his breakfast and off to work on time, is a good woman and deserves at least one free meal away from home a year."

STANLY COUNTY employees and their families had their annual Christmas party in Albemarle, the Friday night before Christmas . . . After a fine barbecue supper, they gave a bag of fruits, nuts and candy to each child . . . Then *Jim Allen* of Road Oil lead his string band . . . *Jim's* band is so well-liked that it stays booked up way in advance for square dances . . . We wish him lots of luck in his music.

TWO HIGHWAY families have recently moved into new homes . . . *R. F. Morris* of the Sign Department moved his family into a home at 320 Second Avenue in Albemarle, a week before Christmas . . . *J. N. Mauldin* of Road Oil is getting settled in his new home off Palestine Road near Albemarle.

MARVIN BYRD'S many friends will be glad to hear that he has recovered from his painful accident in the fall, ditched his crutches, and is now back at work.

GANG FOREMAN *S. L. Thomas* retired recently . . . He is 70 and had been with Maintenance since 1931 . . . He was with Anson County for many years before the Commission took over county roads in 1931 . . . *Mr. Thomas* was punctual, faithful, and loyal as well as a very efficient foreman . . . His services will be missed by all his many friends . . . We wish him



The Credit Union of part of the Fifth and Seventh Divisions held its annual meeting in Graham, January 8. The following officers for the new year were elected: Merle Adkins, president; J. W. Jenkins, vice-president; Paul Welch, Secretary-Treasurer; J. M. Barnes, R. S. Thomas, K. R. Scott, B. F. Vaughn, L. H. Gunter, and R. L. Hickerson, Directors; C. H. Goodwin, D. B. Thomas, and P. H. Mitchell, Credit Committee; W. W. White, J. I. Lynch, Jr., and C. W. Crissman, Supervisory Committee.

Division mechanic Henry Alford made the above pictures. The meeting was well-attended. Everyone enjoyed the delicious barbecue dinner.

many restful years in his well-earned retirement.

W. F. FINISON is the new assistant camp superintendent at the Anson County Prison Camp . . . He's the son of the late *Mr. Finison* who was superintendent of the Montgomery Camp for many years.

THOUGHTS of a Maintenance man: "Rain, rain, and more rain . . . Then a freeze, crushed rock, sand and calcium chloride . . . What the.....?"

H. B. SIKES of Road Oil has recently moved from Oakboro to Wadesboro.

OUR SYMPATHY goes to *Mr. and Mrs. Hoyle Ridenhour* in the birth and death of twin boys, December 27.

SICK LIST . . . *R. L. Myers* of the motor department has just recovered from a case of old-fashioned flu . . . *Jake McCray* was sick with a severe cold . . . . . *H. F. Preslar* was out sick a few days . . . Engineering aide *C. G. Bradfield* had to go to the hospital in January . . . *Tom Gribble* and *Jim Dulin* were out a few days with flu . . . Highway inspector *H. W. Broome's* little 19-month old daughter fell January 17, and broke her arm . . . Division mechanic *P. R. McCorkle* had to spend several days in the hospital taking treatments . . . Section foreman *H. D. Hunt* is back on the job after an illness of several months . . . *H. G. Mitchell* of Road Oil is back after being out sick three weeks with a broken toe . . . *Dewey Starnes* was recently hospitalized for a facial operation to remove scars received in a wreck.

ROAD OIL Foreman *C. R. Ridenhour* put on a turkey shoot during the holidays . . . He made $450 for the Aquadale P.T A. . . . They will use it to buy typewriters for the school.

VACATIONS . . .Gang foreman *Joe Phillips* visited his parents in Durham . . . There was a house full of children and grandchildren for a total of 17 . . . Highway inspector *W. H. Tucker* took a trip to the mountains to see his folks . . . Two other inspectors, *Tom Staton* and *J. O. Steele*, used their vacations to brush up on their home work . . . Road oil supervisor *W. T. Smith* took his family to eastern Carolina to visit his sister and wife's parents over Christmas.

SEE *Joel E. Tucker, Spencer D. Burris* or *E. J. Smith* for a smooth ride . . . Each is sporting a brand new car.

ROAD OIL men who have recently vacationed include *James H. Allen, Joe A. Cook, E. J. Smith, J. K. Jordan, Swain T. Moore, W. V. Hudson, C. B. Maness,* and *Fred W. Gaddy* . . . Several got in some good hunting.

DIVISION ELEVEN

CORA LEE McLEAN
Division Correspondent

HAPPY BIRTHDAY to these men, with the date, who will celebrate birthdays in March: *C. A. Amburn*, tenth; *J. P. Bray*, second; *O. N. Burge*, 18th; *E. C. Greene*, 20th; *E. M. Hamby*, 15th; *T. A. Harless*, eleventh; *J. P. Higgins*, twelfth; *T. J. Jarrell*, first; *C. A. Jones*, fourth; *T. E. McCraw*, third; *T. R. Reavis*, sixth; *C. M. Royal*, second; *G. W. Royal*, 14th; *R. F. Royal*, 20th; *L. O. Taylor*, ninth; a *W. D. Walsh*, 29th.

THESE MEN, with the date, will ce brate birthdays in April: *Barney Bro* 24th; *F. L. Casstevens*, 14th; *M. B. Cla* twelfth; *H. F. Davis*, 24th; *H. W. D* 30th; *J. D. Hayden*, 30th; *J. J. Mill* eleventh; *A. R. Norman*, 14th; *D. Duncan*, ninth; *A. J. Reeves*, 14th; *A. Reeves*, seventh; *W. L. Smith*, 23rd; *B Sturgill*, 13th; *E. H. Thompson*, 16t *W. C. Watson*, twelfth; and *W. Whitaker*, 28th.

OUR BEST get-well wishes to Ga foreman *J. B. Williams* who is now ho convalescing . . . To Motor grader operat *V. H. Blevins* who was hospitalized b is now recuperating at home . . . And motor grader operator *G. C. White* w was in the Hugh Chatham Memori Hospital in Elkin.

THE FOLKS in the division offi extend their deepest sympathy to *Mr. a Mrs. Darwin Beach* in the death of the daughter, Sandra, January 26 . . . She w only seven . . . *Mr. Beach* is with t Right-of-Way department.

DIVISION TWELVE

JEAN CLINE
Division Correspondent

BRIDGE MAINTENANCE man *Lloy Cutting* and his crew recently finishe the new district shop at Statesville . . They also built a small sign shop ne the Iredell County maintenance sheds . . *Mr. Cutting* was mighty glad to be wor ing in Statesville since he and his wi live there . . . He says this is the fir time in his long years of highway servic that he has worked in his own home tow

P. D. MILLER, JR., who received h masters degree from State College las year, was home for a brief Christma



Sixth Division office crew had their Christmas party in the Patrol clubhouse First shot shows Sign supervisor Lacy Coleman, Resident engineer J. D. LeGwin and L. E. Whitfield.

Second scene shows the winner of a contest to see who could put on a set o lady's clothes first. That's District Engineer Sam Wilson.

Last picture shows the runner-up in the dressing contest. See Commissione Hasty making a valiant effort to squeeze into a girdle. His daughter, Jane, cheer him on.

Both Mr. Hasty and Mr. Wilson were wonderful sports and furnished a lot o laughs with the contest.

h his folks . . . He's now working with ndard Oil in Summit, New Jersey.

IACHINE operator *George Noggle* of veland County is sporting a brand new mouth.

A NEW EMPLOYEE at the Catawba nty Prison Camp is *M. J. Dellinger.*

BETTY PEELER, steno in the division ce, recently announced her engagement . She will marry Glenn Johnson in the ing.

L. D. GAITHER was promoted to intenance supervisor in District Two, uary 1 . . . Congratulations!

AN ASSOCIATION meeting of the veland, Gaston, and Lincoln county pters was held January 8, at Rankin ke . . . A marvelous turkey dinner was ved to the members and their guests . After dinner, the tables were pushed k for a good old-fashioned square ice . . . Prisoners from the Gaston np played for the dance.

WHAT red-headed District One gineer was in the race for the title of ltan" which the Civic Clubs of Shelby re sponsoring?

CONGRATULATIONS to the proud ents . . . A daughter was born to the *V. Newtons,* December 14, in the Bliss nic . . . There's a brand new face at *F. E. Schrums* . . . Sign Supervisor *J. Rector's* first granddaughter was n January 10 . . . Her name's Marna d she is the daughter of *Mr. and Mrs. orge Rector* of Marion . . . *Mr. and Mrs. b H. Ikerd* of Newton have a new son o was born January 15 . . . The *J. F. ernathy's* are grandparents for the ond time; their daughter, Mrs. Charles ath, had a new son, December 23 . . . e *Claude A. Postons* are mighty pleased th their baby daughter who was born cember 18; Mr. Poston is a mechanic the division shop.

MILES HUGHES, a former Construction ployee who is now serving in the Air rce, spent two weeks at home during ristmas.

F. E. GRAY and *H. C. Allen* spent at st two weeks in Wilmington . . . They re installing the heating plant in the w Division Three shop.

SPEEDY recovery to *"Felt" Walker,* ng foreman in Cleveland County who ffered a heart attack in October; he me by the district office recently for visit . . . To Rubie Lattimore, wife of *W. Lattimore,* and to Nellie Miller, fe of District Engineer *P. D. Miller,* o were both on the sick list in Jan- ry . . . To Selma Brooks, wife of *Gene ooks,* who left the hospital recently d is recuperating at home . . . To utch" Champion, son of *Mr. and Mrs. win Champion,* who recently had an eration at Shriners Hospital in Green- le, South Carolina; he should be home from the hospital soon . . . To *S. R. Stutts* of Iredell County who was out sick a month and in the Mooresville Hospital for a while . . . And to *G. S. Henley, W. L. Warren, B. P. Smith, F. H. Flinchum,* and *John Bradburn* who have been off a few days with colds and flu.

WE'RE MIGHTY glad to have *J. C. Tilley* and *R. Ellis* back at work . . . *Mr. Tilley* spent several weeks in a Winston-Salem hospital . . . *Mr. Ellis* was out the month of December.

C. L. RECTOR, Construction employee, is back at work after being on sick leave in January.

GET H. D. JACKSON, Gaston County employee, to tell you about his new home . . . He and his family are still getting settled.

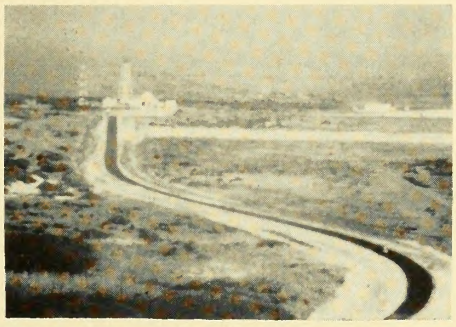


Photo was made atop Cape Hatteras Lighthouse and shows recently paved road leading to the Lighthouse.

SNOW AND ICE required extra road work in District Two in January . . . Special attention was given sanding of bridges to clear them of ice . . . The snow and ice didn't keep Alexander County employees from enjoying a feed at the Community House in Taylorsville, January 15 . . . More than 60 were there, including men of the district office . . . After a fine dinner of chicken, the folks enjoyed a "sing" and other entertainment.

DISTRICT ENGINEER *P. D. Miller* and Maintenance supervisor *P. J. Corpening* "laid in the meat" (mostly rabbit variety) in January . . . Hunting was good around their homes.

OUR SYMPATHY goes to *Forney Hayes,* retired bridge employee, in the recent loss of his wife . . . And to Gang foreman *R. W. McAbee* of Cleveland County in the death of his sister.

DISTRICT ENGINEER *H. H. Weaver* attended the Dixie Classic Basketball games in Raleigh . . . *Mr. Weaver,* a former State player, is a faithful Wolfpack supporter.

DATHER SPANGLER, Construction employee, and his wife spent a week visiting relatives in Texas.

PAUL MECHLING, sign employee, made a trip to Pennsylvania during January.

THE J. B. SAINS announce the marriage of their daughter, Dorcas, to Dwight Tillman, January 10 . . . Bert is a Road Oil employee.

P. D. MILLER is displaying his 1954 auto tag on his personal car with particular pride these days . . . Catawba County highway employees gave it to him for Christmas.

F. W. BUMGARNER of Taylorsville took two weeks at Christmas for a quick trip to California.

MR. AND MRS. L. T. "Pete" Noggle proudly announce the birth of a baby daughter, February 1 . . . The father is a truck driver in Cleveland County.

OUR SYMPATHY goes to Ab Spangler, sign employee, in the recent loss of his mother.

DIVISION THIRTEEN

DAN TURNER
Division Correspondent

BRIDGE Maintenance supervisor *Paul Clay* took a week's vacation in February to go fishing in Florida.

MRS. HARRIET GOSSETT of the division office is in a dither trying to decide which kind of TV set to buy . . . She's already tried six different kinds . . . If you have any good suggestions, let her know.

J. J. BLEVINS of the Bridge Department has a brand-new maintenance shed in Burnsville near completion . . . The new shop is 40x100 feet and made of concrete blocks . . . *Blevins* lives in Spruce Pine.

DREW W. WRIGHT'S son, Donald, was recently inducted into the Army . . . Donald was with the Atomic Energy Commission in Oak Ridge.

REBECCA RABB, daughter of the *K. W. Rabbs* of Marion, recently had a tonsillectomy at Marion Hospital . . . We hope she's well again.

O. L. WILSON returned from his vacation with glowing reports of the good coon hunting around his section of the country . . . He also visited his sister in Memphis.

RALPH BROWN, stepson of *W. J. Edwards* of Old Fort, recently completed a technical training course at the U. S. Navy Center in Memphis . . . Ralph has now left for overseas duty.

DIVISION FOURTEEN

C. J. BECK
Division Correspondent

WINTER VACATIONS . . . *Virgil Smith* and his son are back from a sightseeing and fishing jaunt to Florida . . . *Mr. Smith* is a gang foreman in Henderson County . . . Gang foreman *Robert Johnson* has returned from a 10-day vacation in Fort Lauderdale, Florida . . . Fishing was good . . . According to *Johnson,* they were



Harnett County highway employees entertained their wives and families at a barbecue on New Year's Eve. They held the party in the maintenance shop at Lillington.

biting so fast, he had to bait his hook behind a tree . . . The *F. L. Hutchisons* journeyed a trip to Fort Lauderdale also . . . *F. F. (Jug) Merrill* visited relatives in Stewart, Florida, and Atlanta . . . Division engineer *G. G. Page* took his wife and daughter, Mary, for a visit to his mother in Marianna, Florida . . . They attended the Gator Bowl game and took in Jacksonville and Orlando.

GET WELL WISHES to Division prison supervisor *B. H. Freeman* who was hospitalized briefly with a nose hemorrhage . . . To road maintenance supervisor *W. T. Madden* of Jackson County who was out with flu . . . To *Mrs. T. M. Austell*, wife of the road maintenance supervisor in Haywood County, who also had the flu . . . To *Mrs. C. W. Lee*, wife of the assistant division engineer, who had a bad cold and flu . . . To *Mrs. Carl Phillips*, wife of the motor grader operator, who had a serious operation at Memorial Hospital in Chapel Hill . . . To *Elmer K. Johnson*, Macon County employee, who had an operation at the Atomic Plant Hospital in Knoxville . . . And to *Mrs. H. G. (Kate) Moore*, who had an operation at Angel's Hospital in Franklin.

GANG FOREMAN *J. W. Bates* of Henderson is back on the job after a recent operation . . . Gang foreman *Lawrence Hooper* of Haywood County is back at work after a long absence.

SYMPATHY is extended *J. R. Ormand*, Polk County employee, in the recent death of his brother.

THERE'S a new face at the *Roy McDowell* home . . . A little girl was born to the couple, December 21 . . . *Mr. McDowell* is with Construction in Waynesville.

TOM J. McKENZIE, *John D. Robertson*, and *J. Roy Stalcup* recently transferred from the Waynesville Construction office to the Bryson City residency.

CLAIM AGENT *A. E. Snelson* of the Thirteenth and *N. A. Waldroop* got together during the hunting season . . . They did all right, too . . . Took home 25 birds.

MACON COUNTY employees organized their county chapter of the NCSHEA, December 7 . . . Unit president *C. W. Lee* was in charge of the meeting . . . New county officers are *N. A. Waldroop*, president; *C. W. Rink*, vice-president; and *George P. Byrd*, secretary-treasurer . . . The Macon County boys were glad to have *G. G. Page*, *E. L. Curtis*, and *C. W. Lee* with them at the meeting.

Foreman Retires

After 33 years of highway service, section foreman Tom E. Griffith retired last year. His jovial manner and ready wit will be missed. He now has more time to devote to gardening, his favorite off-the-job interest.

Mr. Griffith started with the Commission back in 1921 under Foreman Charlie Carraway. He worked as a helper on US 19E. His next foreman was Wash Burton. When Supervisor Cecil Burton was promoted, Mr. Griffith was upped to foreman, in 1923. He continued in this capacity until his retirement in 1953. During this time, he saw the construction of all the side roads in Yancey County and helped maintain many of them. His chief responsibility was the maintenance of US 19E in Yancey.

Son of Mills J. and Martha Griffith, he was born January 5, 1889, in Windom. He attended grammar school at Windom and the Yancey Collegiate Institute in Burnsville.

November 30, 1912, Mr. Griffith was married to Mary Elizabeth Ray. They are Methodists. The Griffiths have three daughters: Mrs. W. J. Banks, Mrs. J. G. Edge, and Mrs. Robert Hilliard.

He is a Mason.

W. D. White Passes

William Dunlop White of Lexington died from a heart attack, January 31. He was 56.

A native of Guilford County, he was the son of the late R. D. and Mrs. Mamie D. White. After graduation with a B.S. degree in Civil Engineering from N. C. State College, he immediately went to work with the Highway Commission. He was a loyal and conscientious worker, contributing much to the early days of roadbuilding in the State.

Mr. White served as instrumentman and resident engineer on many construction projects in the Piedmont section. Later he was district engineer at Asheboro. After transferring to the statistics and planning division, he was injured in an automobile accident while on duty. His injuries caused his early retirement, several years ago.

He is survived by his wife, the former Katherine Walker; and one son, William Dunlop White, Jr., a student at Duke University.

Home On The Range

by

OTIS BANKS

CREAM CHICKEN PAPRIKA—1 ½-lb. chicken, cut in pieces; 1 bayleaf, small; 1 tblsp. cooking fat; 2 tbl. paprika; 2 cups boiling water; salt and pepper; 3 large onions, sliced or dic 1 cup sour cream. Season chicken wh salt and pepper and place in fat in d pan — brown well both sides — a paprika and water with bayleaf—co with heavy lid and cook slowly ab 2 hours—add the onion and cook about 1 hour more or until tender— move the chicken — add cream to gravy, boil a few minutes, and pour o the chicken. Serves 6.

CAROLINA CHICKEN — 1 5- chicken, cut in pieces; 1½ cups mi ½ stick butter; 5 eggs, hard-boiled a sliced; sherry wine. Boil chicken in cl water until tender, remove meat fr the bones—cut into small pieces a season—place with milk and butter casserole and cook 10 to 15 minutes add the egg, flavor with Sherry to tas cover with buttered crumbs and ser Serves 4 to 6 people.

PLEASE PARDON my mention wine in several recipes, but it is surpr ing what wonderful flavors are obtain from the proper use of wines in cooki

CHICKEN PILAU (can also use b of shrimp, crab, squirrel or rabbit stead of chicken) Brown the meat up for frying from 1 chicken, addi chopped celery, onion, chopped gre peppers, salt and pepper. Cover a cook slowly until done. Make a sto from the bony pieces and serve chick and cooked rice with broth (stoc poured over.

HOT CHICKEN CAROLINE—Boil 4-lb. chicken, cut for frying, in wat until tender, adding chopped celery, chopped onion, salt and pepper; remo chicken; add meal to the soup to ma it stiff, with 1 tblsp. of butter; line t bottom and sides of a casserole dish wi the mush, place chicken in with a fe ripe olives, and pour over a sauce ma as follows: 1 button garlic, 1 lar onion, cooked in fat until brown; a small amount of flour to thicken; stir hot sauce of your liking to taste a add 1 small can mushroom pieces; a 2 tblsp. chili powder, dash of worceste shire sauce; cook 10 to 15 minutes a pour over the chicken with any remai ing mush—bake 45 minutes to 1 ho in medium oven. Serves about 5—mal it as hot as you wish.

ROADS

(Continued from page 2)

rect jurisdiction over 5,000 miles of ads; a $50 million serial bond issue as provided for road construction. The eneral Assembly also placed a one-cent r gallon tax on gasoline and instructed e Commission to build a road system nnecting all the county seats and incipal towns. The hypodermic had en applied and within three months e Commission had employed 3,000 en and bought $1,000,000 worth of uipment.

An additional bond issue of $15,000,-00 was floated by the 1923 Legislature, hich increased the gasoline tax from ie to three cents a gallon. Two years ter came a third serial issue of $20,-00,000 and another cent of tax was lded, and in 1927, $30,000,000 more bonds was issued — raising the total itstanding to $115,000,000.

Under the Chairmanship of Frank age, North Carolina's roads became ationally known; its primary arteries ere then among the finest.

Then came the depression and North arolina adopted a "pay-as-you-go" olicy of highway financing and no more nds were issued. The $30,000,000 sue had been financed mostly out of a ne-cent additional levy passed for that rpose in 1929, raising the gas tax to ve-cents a gallon.

Depression

Counties had a hard time with their oads. In 1931 they placed their total stem of 45,000 miles in the hands of ie State, raising the Commission's total ileage to 54,000. That was the year at the Legislature directed the use county prisoners on the road system, nd raised the gas tax to six-cents. All ie gas tax revenue went to the State. wo years later the entire State Prison ystem was placed under the Highway ommission, though the total number of mates in those days was only 3,650.

North Carolina passed through an conomic crisis in the mid-30's and the egislature, amid some protests, divert-d $4,000,000 from the Highway Fund o the General Fund. During World II, ighway maintenance was meager, eather took no holiday and truck eights were increased.

Farm-To-Market Roads

At the end of World War II, during hich comparatively little was done on ighways, a farm-to-market program as launched. More than 5,000 miles f secondary roads were paved from 1945 to 1949. And building costs mounted higher and higher.

Then in 1949 came the $200,000,000 rural roads issue, with the gas tax rising to seven cents. From January 1, 1949, to June 30, 1953, the Commission had hardsurfaced 14,550 miles of secondary roads and stabilized another 19,600 miles for all-weather use, this being a record unmatched anywhere. Construction bonds through that date totaled $315,000,000 over 35 years, exclusive of countless millions in current revenues.

Paving a primary highway now costs from $35,000 to $60,000 a mile for a two-lane road. To that are added the costs of rights-of-way, grading, bridges, structures, removal and other items. There is need for more work on the older highways which were neither designed nor built for the large volumes of fast-moving cars and heavy trucks we have today.



Lanscape Engineer Frank Brant lined up with his Assistant Landscape Engineers and Landscape Supervisors when they recently attended a two-day meeting in Raleigh.

First row from left, are J. R. Felton, W. E. George, A. H. Allen, L. D. N. Marion, and J. W. Fuller.

Second row, from left, see Brant, W. L. Sorrell, A. L. Coltrane, E. C. Orr, C. H. Sparkman, P. L. Sasser and W. R. Phelps.

Third row, from left, are G. T. Wilkins, D. B. McMichael, H. A. Coggins, William Patrick, D. R. McMichael, R. W. Snell, and D. M. Kunce.

Picture was made in the auditorium of the highway building.

HIGHWAY SAFETY

The GREENSBORO DAILY NEWS said, "Although North Carolina is about $300 million short of enough funds for a major overhauling of primary roads, Highway Chairman Sandy Graham is wisely promoting the 'limited access' highway idea well before it becomes heated on a statewide basis."

And, " . . . safety factor alone is enough to overrule protests from abutting property owners.

" . . The DAILY NEWS joins Chairman Graham in commending this highway safety feature to the people of North Carolina."

Browning Honored

Chief Locating Engineer R. Getty Browning was presented the annual award for outstanding engineering achievement by the North Carolina Society of Engineers, January 29.

Browning was chosen by a committee of prominent engineers: T. J. Hewitt, C. L. Mann (retired engineering dean of State College), P. D. Davis, and T. C. Heyward, chairman. Roy Keever presented the citation.

Browning was recognized for "his personal and thorough examination of sites, bringing to the citizens of the State routes of maximum scenic value, selected with meticulous care to produce the greatest possible safety and most economical construction cost."

And, "his intimate knowledge and understanding of the human problems involved (in the sacrifice of personal liberties on the part of many property holders) has enabled him through these years to uphold the enforcement of the law, with honor and yet with all consideration of the rights of the individual.

"For his wide and persistent work in the field of surveying, where, in his intensive efforts over the many years, he headed the Surveying Committee of this Society, he endeavored to foster and secure legal methods of procedure that would bring a clearer conception of the whole science of surveying, and procure records of undeviating accuracy.

"For his marked integrity, combined with the unswerving directness of his efforts, as he saw his duty in the engineering profession."

NEW BASE

(Continued from page 3)

in the full 12-inch compacted depth at the rate of seven pounds per ton of material.

2. The material was placed in two 8-inch loose lifts; formerly it was placed in four 4-inch loose lifts.

3. A vibro tamp compactor was used along with pneumatic tired rollers to obtain required density.

Uniform moisture content was obtained throughout the entire base. With the addition of calcium chloride full depth, no additional water was added to the material during compaction and maintenance. A 500 foot test section was placed without calcium chloride. Comparative tests between this section and a calcium chloride treated section showed that maximum density was obtained on the calcium chloride section with 25 per cent less compactive effort than that needed to compact the untreated section.

The construction of bases usually includes the maintenance of loose floater material by watering and blading. According to the contractor on the project, maintenance has been almost entirely eliminated due to the bonding afforded by the addition of calcium chloride.

Easier to Compact

The material in the base course was placed in two separate lifts of eight inches loose material. Each was compacted to six inches, making the total compacted depth 12 inches. In former projects lifts were placed with four 4-inch loose lifts compacted to three-inch lifts making a total compacted depth of 12 inches. The addition of calcium chloride full depth played a great part in compaction.

Formerly three passes with a pneumatic tired roller were required for compaction of each one-inch thickness of loose material. For example, if the road were to be compacted to 12-inch depth, as much as 16 inches of material in loose condition would require compaction. This would mean a total of 48 passes with pneumatic tired rollers.

The vibro tamper has been used successfully in construction of sub-bases for highways and airports. Weighing more than five tons, it is used for compacting heavy lifts up to 14 inches loose material. The vibro tamper method eliminates slippage planes frequently found in multiple course layer construction.

On this project a vibro tamper compactor was employed. It made a total of six passes to compact the entire 12-inch depth. This effort was followed by eight passes by pneumatic tired rollers to compact the upper thirds of the two lifts.

The inclusion of calcium chloride to gain more uniform moisture content throughout the base material, the use of two 6-inch compacted lifts in place of four 3-inch compacted lifts, and the employment of the vibro tamper compactor along with pneumatic tired rollers are three features employed on this project which are of great interest to engineers. This construction procedure may result in substantial gains in efficiency and economy on such projects in the future. This is true not only from the standpoint of the engineering but also from the contracting standpoint.

Optimum Moisture

Two significant factors about maintaining optimum moisture content are:

1. If the base material dries out too fast under rolling, it is very difficult if not impossible to get moisture back into the base. With dense graded aggregate bases a few passes of the roller compact the surface to a point where water from sprinkling cannot get down into the base.

2. If the base is too dry when it is compacted, it tends to be "brittle" even though density is achieved. And there is an increase in the compactive effort necessary to obtain designed density.

Use of calcium chloride in construction provides for uniform moisture throughout the base material during rolling. It also helps achieve a truly "flexible" base.

Many Advantages

North Carolina engineers are watching the project on US 158 closely with the hope that they might have found a more efficient procedure for constructing base courses of stabilized aggregate. Present tests have shown that the addition of water on the job site may be eliminated, there is less segregation in material placed, design density may be obtained with less compactive effort, and there have been definite savings in maintenance until such time as the base is topped with a bituminous surface treatment.

The project on US 158 will be held over until spring as an open surface, and will be used by local traffic during that time. The contractor's forces will maintain it throughout winter months. This spring additional density tests will be made on the project, after the road has been surfaced and opened to traffic several months.

State highway officials familiar with this project are: Messrs. H. D. Irving, Division Engineer; H. A. Shaw, Resident Engineer (with offices in Warrenton, North Carolina). The contractor is F. D. Cline Paving Company of Raleigh: Gen Superintendent Frank Porter, and Superintendent Scoggs.

Primary Problems

The DURHAM HERALD recent said, " . . . in all discussion of hi way needs in North Carolina and improvements already underway, it always clear that money is certainly object. The Commission doesn't ha the money to do the job it would like do for North Carolina."

And, "The Commission rightly putting its efforts into improvements the primary system . . . . Clearly t highway commission is driving hard get the maximum in highway impro ments for the money it has. Roads being widened, some second lanes being built where traffic requires, tempts are being made to make straig lines out of curves which menace t motorist and impede traffic, and passes are being built around congest areas to smooth the flow of traffic critical points."

In conclusion, "If we in North Ca lina want a first-rate primary highw system, as so many of us say we we're going to have to pay the pri We're going to have to provide mo pay as we go or we're going to have start thinking about another bond issu Or be satisfied with what we've got."

Regarding controlled access primary highways, the HERALD sa "Highways seek to provide swift a safe vehicular traffic from one place another. Some of them, for a time aft their construction, manage to satis their purpose.

"But it isn't long before stores, ser ice stations and houses are built, ea with entrances to the highway. Conge tion is created, and at some points lo speed limits must be imposed in t interest of safety. The purpose of t highway begins to be defeated as co gestion and danger increases. Parasit developments along the highway begi to take precedence over the traveler. and by the highway becomes no bett than a city street.

"Highway builders, therefore, a beginning to recognize the need to lim access to highways and to bring par sitic developments under control. The are realizing the need to abolish or r duce intersections and side-road co nections, . . . and to control roadsid establishments."

MY SIX WEEKS IN EUROPE

by

VIRGINIA HASSINGER

The Saturday after Thanksgiving last ll, I left from New York in a four- otored Super-Constellation plane of LM (Royal Dutch Airlines) on the first g of a six-weeks visit to Europe. Our ane was aptly named "The Flying itchman". The service on the plane was arvelous and the food excellent. All the ew and attendants were Dutch.

Our first stop was Prestwick Airport Glasgow, Scotland for refueling. Then, e took off for Schiphol Airport in msterdam, Holland, where I had a six- our layover before flying on to my estination at Rhein-Mein Airport in rankfurt, Germany. After going through stoms and having some money changed to Guilders, I was fortunate in getting n English-speaking taxi-driver to take e on a tour of Amsterdam. This is a ost interesting city with very narrow obblestone streets, as well as broad enues. The taxi-driver told me it was uilt entirely on pilings. After the tour Amsterdam, we crossed a river on a rry and rode around Little Amsterdam, smaller version of Amsterdam proper. he traffic in both cities was made up ostly of bicycles. I saw very few cars.

When I arrived that Sunday afternoon Frankfurt, I was met by my daughter, irginia, and her husband Bill. We spent ie night in Frankfurt, a thriving city of er 300,000 population. The next morning e rode around the city and then left for erzo Base where Bill (Lt. Col. William . Holm) is in command. Herzo Base is n Army base near Herzogenaurach, Ger- any, a quaint old city. Virginia and Bill ave a very comfortable home on the base. is an ideal spot for their three small ildren as it is completely fenced in with nly one guarded entrance which gives iem a lot of freedom.

Drove To Bavaria

After visiting a few days with the mily, Virginia, Bill and I drove down Garmisch-Partenkirchen in Bavaria, a icturesque section of Germany. The now-capped mountains in this section re breath-takingly beautiful—the tallest eak being the Zugspitze which is 9,721 et in height. Skiing, ice skating and bob- ledding are the main winter sports. armisch-Partenkirchen is a colorful little own—I was intrigued by the architec- ure. Most of the houses are built with abled roofs and projecting eaves. Many ave little balconies where the natives un their mattresses and pillows which re covered in red material. One novel spect of the houses is the colorful paint- ings, mostly religious scenes, on the front or sides. Another difference is the rocks placed on the shingles to keep the roof from blowing off. The natives make miniatures of this type of house in music boxes, complete with rocks on the roof. The music box plays several tunes when the roof is raised. One night we attended a night club, operated by Uncle Sam three nights a week for officers and the other three for enlisted men on leave. This is a beautiful club building. We saw an excellent ice show and danced to a good German orchestra.

We had a most interesting trip to Linderhof, the castle of Ludwig II, a former King of Bavaria. This is a jewel castle and by far the most beautiful one I toured on this trip. Next we drove to Oberammergau, the home of the world-famous Passion Play which is held every ten years. The next performance is 1960. It is given entirely by the local villagers. It is considered an honor to take part in this play. The principal character is portrayed by a man between the age of thirty and forty years. Oberammergau's principal industry is hand wood carving. They produce many intricate carvings ranging from the crucifixion and manger scenes to non-religious items. Along the highways, there are many wayside religious shrines which the natives decorate with wreaths and boughs of spruce.

Went To Lucerne

After a few days in this lovely little city of Garmisch (the most beautiful of all the places I visited on my trip), we left for Switzerland, driving through snow-crowned mountains of Austria, through the little Duchy of Lischtenstein, and on into Switzerland. We spent the night in Lucerne. It was quite a thrill to hop on the "Funicular" (similar to a ski lift with tiny cable cars) and be carried straight up the slope and deposited right in the lobby of our hotel. Switzerland is a very beautiful country with snow-capped mountains and lovely lakes. We cut our stay short as Christmas was coming and we wanted to get back to the base. We drove to Zurich, Switzerland, a very large city, and by a different route back through Austria, and Liscktenstein to Garmisch where we spent the night. Next day we drove to Berchtesgaden, the favorite resort of Adolph Hitler. It is just as picturesque as Garmisch, nestled between snow-tipped mountains and blue lakes. Perched on a nearby mountain is Hitler's infamous Eagle's Nest, which we viewed through field glasses. There wasn't a tour



up there at this season of the year. We did take a five-mile boat trip down the Konigssee Lake. On each side, the mountains tower and are reflected in the blue waters of the lake. The Eagle's Nest was clearly visible from a point on the lake. Our guide pointed out the path leading up to the site of Herman Goering's hunting lodge and the dock where he kept his personal motor launch.

Left Berchtesgaden

We were loathe to leave Berchtesgaden but Christmas wasn't far away, so we headed for home. Back at Herzo Base, we were busy with holiday preparations. We did manage to make several day trips to nearby points of interest. One day we went to Nuremburg, scene of the famous Nazi War Criminal trials. The trials were held in the Palace of Justice, a most imposing building. We saw the mammoth Sports Plaza, where Hitler's troops goose-stepped for him, as well as the partially completed, huge building from which Hitler hoped to rule the world. Nuremburg itself is a very large, old city with a walled fortress-like inner city. The old city was the home of Alfred Durer, the famous etcher. We saw his home as well as a huge statue of him in the center of this inner city. Since Nuremburg was one of Hitler's favorite cities, it was severely bombed during the war. There are many shells of buildings. All the rubble has been completely cleaned up and the salvaged material neatly stacked inside the shells. This clean-up has taken place in all the larger cities of Germany, with the exception of the East Zone, which I understand is still much as it was at the end of the war.

"The Master Draught"

Another enjoyable day was our trip to Rothenburg, a completely walled-in city of old buildings and cobblestone streets. The entrances to this little gem of a city are an etcher's delight with their turrets and very small windows. Beautiful etchings can be purchased at a little shop where every customer, or visitor, is served

(Continued on inside back cover)

Farm Manager Named

In January, Glenn M. Swicegood was named manager of the State's prison farms by Prisons Director William F. Bailey.

Swicegood will be responsible for the production and distribution of prison farm products.

A 49-year old Davidson County native, Swicegood received a bachelor's degree in agriculture from State College in 1930 and later took post-graduate courses in economics. He was a vocational agricultural teacher from 1930 to 1936, an assistant farm agent in Wake County from 1936 to 1938 and county farm agent in Lenoir County from 1938 to 1944.

From 1944 to 1946, he was with a Kinston farm supply company. Since March, 1946, he has owned and operated the Swicegood Farm Machinery Company at Wilson.

While in Kinston he was chairman of the Kinston Chamber of Commerce agriculture committee. In 1944, he was presented the State Farm Bureau's award for distinguished service to agriculture. At Wilson, he served as vice-president of the Wilson Chamber of Commerce.

He is married and has two children.

NCSHEA

(Continued from page 4)

perience from 10/1/52 to 10/1/53: group life return was 82.7 per cent, group accident and sickness return was 92.7 per cent, group hospitalization return was 92.9 per cent and the combined return was 89.5 per cent. A total of $678,493.10 was paid in premiums, with $607,292.16 being returned in claims and conversions. The Prison Department had a return of 124.7 on life, 109.9 per cent on accident and sickness, and 113.7 per cent on hospitalization; Highway had a return of 80.9 per cent on life, 92.2 per cent on accident and sickness, and 90.5 per cent on hospitalization. We find in 1952 there were 297 retired with a total insurance of $714,000 as compared to 231 in 1949 and only $504,000 insurance liability. Projecting this average, we find about 22 newly retired each year for a volume increase of about $70,000 which is considered dead liability. This gives us a picture of approximately 341 employees for 1954 in this list for a total liability of $854,000 insurance. Average insurance per retired employee is $2,500 and 10 to 15 who die during the year contribute between $25,000 and $37,500 loss to the group life experience, plus the added impact of probable losses in amount of $850,000 in the future. When a person retires and continues the insurance, it is to be considered a dead loss because the insurance will be kept in force. We find further in our search for facts there are 7,321 with life coverage and including retired, over 70, etc.; 6,975 have life and A&S; 7,023 have life and D&D; 7,143 have employee hospitalization; 5,569 have family group coverage; all this as of November 1, 1953. We find a total insurance coverage of $21,828,000. Is it any wonder that the Company must keep a constant check on our contract, with the experience of the past few years showing a steady increase in claims, with a steadily decreasing reserve which the Actuary advises us must be built back up to forestall future possible panics, epidemics, etc. and keep premiums intact. The recent slight increase in premiums was justified, and necessary to build this reserve back up, or else we might never expect stabilized premiums or possible free premiums for one month. Our premiums have held steady over many years, and a slight increase now is in line entirely, is our belief. We are grateful for the fact that a small reserve had been built up in our own insurance account in Mr. Smith's office, which is being used to defray the extra premium cost for a few months so that the employee will not pay any more than he has in the past. We are operating with a good company, with a sound annual contract, and it is our aim to build back our reserves to the point where the actuary can say "safe" so we can safeguard our future.

ROBERT RUARK, the famous columnist, recently had this to say—I thought I would pass it along to those of you who did not have opportunity to read it: "there never was a man whose personal conceit was so small that he would not relish a bigger, better job, although the thing only paid off in a badge and buttons, if it fattened his ego a touch. And there is where management, which is always yelling about a dearth of young hot rocks, sort of outmaneuvers itself. The time to pay a man some money, it seems to me, is in his half-formed stage, in order to keep him around the premises long enough to ground himself thoroughly in the aspects of his trade, which will make him an executive. A lot of good young talent gets lost because the apprenticeship is so long and so starved that the candidate for future distinction abandons his cherished work for something faster and more immediately lucrative. They talk about lack of creative genius, but it takes time and practice and carpentry before a guy can even think about qualifying as a thinker, junior grade. He's got to understand the principle of mousetrap before he can draw blueprints for the world-beater. There is, also, it seems to me, too much emphasis on certain training in closely confined fields. A good reporter can cover anything from a symphony to murder or foreign war. A good salesman can sell anything from cheese to girdles. A good executive can run any sort of railroad once he's had time to case the field. But today they ask you first off what experience you have had in some particular line, without thinking that if you had that experience you would still be with the other firm—or else were a failure at it. If I were a hirer of men today I would buy potential rather than past, and figure to teach the man enough in a short time to tell whether he would work out or not. And if the answer is positive, to pay him enough to eat on while he is practicing to be president. There is no lack of talent in America. There just seems to be some lack of imagination among the men on high in gambling that some young guy from the sticks, with hay ears, might turn out to be tomorrow's chairman of the board."

TIRE CONTRACT is still working. Any member desiring to purchase FIS TIRES at a splendid discount, just contact your Secretary. Orders are handled through the Secretary's office and shipments are direct to the member purchasing. This saving amounts to 30 and better on tires, and is for members only.

AND, WITH THE REMINDER THAT YOUR ASSOCIATION IS CONSTANTLY WORKING IN YOUR BEHALF, I say "I'll be seeing you around."

OTIS BANKS, Secretary

Most women are more economical than men give them credit for. For instance, where is there a woman who will put more than 26 candles on her 40th birthday cake?

A man's best friends are those he doesn't meet often.

If we could find other things as easy as we find fault, we'd all be rich.

My Six Weeks

(Continued from page 19)

small glass of Cognac. A play called he Master Draught" is given once a ır. The name was derived from an event medieval times. A conquering army s besieging the town. The Army leader ıde a wager with the town leader. None the townspeople would be harmed if e town leader could down a huge cask wine at one draught. The town leader l and was unconscious for a week but e town was spared. Big decorated wine sks, the same size as the original, are ominently displayed in the shop win-ws. We weren't served a "Master raught" but we did have some delicious t-spiced red wine at a picturesque vern in Rothenburg.

Toured Cathedrals

We visited many beautiful cathedrals the different cities. I'd have to be a arty soul to attend church during the nter as there was neither heat, nor ating facilities in any of the churches. ıere was no heat in the museums either. espite this, we tarried long enough to e some original paintings by Rem-andt, Reubens, Van Gogh and other mous artists.

It's a pleasure to dine in the German tels and restaurants. We were elegantly rved on fine German linen and china. ost of the waiters train from boyhood r their profession. They consider being good waiter an art. They are most urteous and strive to please. In every staurant we always found one waiter ho could speak English.

The quaint little German gift shops are easure houses of china, wood carvings, usic boxes, Hummel and Dresden gurines. I bought a few souvenirs. One is musical beer stein which plays "Auf iedersehen", the German farewell song. her German products caught my eye, ıt my baggage on the plane was limited, I didn't buy very much.

Of all the Europeans I saw, the Germans emed more like Americans. They are ean and industrious. All ages work, en old women were in the fields beside e men and children. We saw Chimney weeps (grimy, sooty-faced men) bicyc-ng along in their traditional black suits ıd black top hats. German law requires eryone to have his chimney swept once month. They say it's good luck to meet Chimney Sweep on the highway. I ıould have luck as I met many in my avels.

The Wanderers (young German boys essed in tight-fitting dark blue uniforms ıd wide-brimmed hats) are a novel sight. hen the boys are 15, they leave home for three-year training period in their ıosen profession. They can't return home uring the time they are serving as apprentices to barbers, waiters, printers, and sat in one of the sidewalk cafes, glass-etc. Custom says the Wanderers may not ask for rides. They can accept a ride, if offered. Mostly, they just wander from city to city, learning their trade as they go.

Rode On Autobahns

After several years with the Highway Commission, I was naturally curious about German highways. We rode over portions of the Autobahns. Constructed for military defense during Hitler's reign, these superhighways stretch 1,300 miles across Germany, connecting the larger cities. I was amazed that there were no speed limits, except for American military personnel, outside cities. The Germans really take advantage of this. They whiz along in tiny Volkswagens, German Fords, and sleek Mercedes-Benz.

The roadsides were immaculate and free of trash and bottles. Even the forests had been swept clean of underbrush. The landscape is like a patchwork quilt. Every usable bit of land is cultivated. Only winter rye was growing then, but the fields were plowed and ready for spring planting.

Since Medieval days when the people lived close together for protection, the farmers have lived in villages. In the center of each village is a church. Each morning the villagers go out to their farms. A quaint sight is the shepherds and their dogs guarding flocks of sheep on the hillsides. They brave the snows to tend their flocks.

German Road Signs

German road signs are different from ours. There are no words or lettering, just illustrations. A German sign for a railroad crossing is diamond-shaped with white background and red border. In the center is a little black engine. When the crossing is guarded, there are rails on either side of the tiny engine.

It was refreshing to see no outdoor advertising signs or billboards. The rights of way are free of such distractions.

The autobahns are fine for high-speed traffic, but once you get off these you drive on narrow, curving roads which are clogged with bicycle riders, pedestrians, horse-teams, oxen, carts, little German cars, ducks and chickens. When you go through a little town, you drive cautiously as the houses are built flush with the road and you can't see around the corners.

The Germans are thrifty and treasure their possessions. If a motorist kills a duck or chicken, he pays the owner not only for the dead fowl but for any eggs it might have laid for the rest of its life.

Went To Paris

Right after the holidays, Virginia and I took the crack Orient Express, considered Europe's most modern train, from Nuremburg to Paris for a four-day visit. One morning we strolled around Paris enclosed during the winter. Legend says if you sit long enough, you'll always see someone you know. We never did recognize anyone in the passing throng.

On a conducted tour, we saw the Place de la Concorde (a tomb where Napoleon's ashes are buried), the Arc de Triomphe (where the French Unknown Soldier is buried), on the Avenue des Champs-Elysees. Our guide said the Perpetual Flame which has burned night and day since its lighting after World War I has only been extinguished once. During the German occupation of World War II, a German officer put it out briefly.

The Eiffel Tower was impressive. We didn't go up to the top as it was foggy and we couldn't have seen much. We toured Notre Dame Cathedral and saw its twin towers. One tower is slightly higher than the other since one Bishop is always a little higher in authority. We saw the La Conciergerie (Marie Antoinette was held there awaiting her execution), the Sorbonne (the University of Paris), the Opera House, the Madelaine, and the site of the Bastille (the big fortress-like prison was destroyed during the French Revolution).

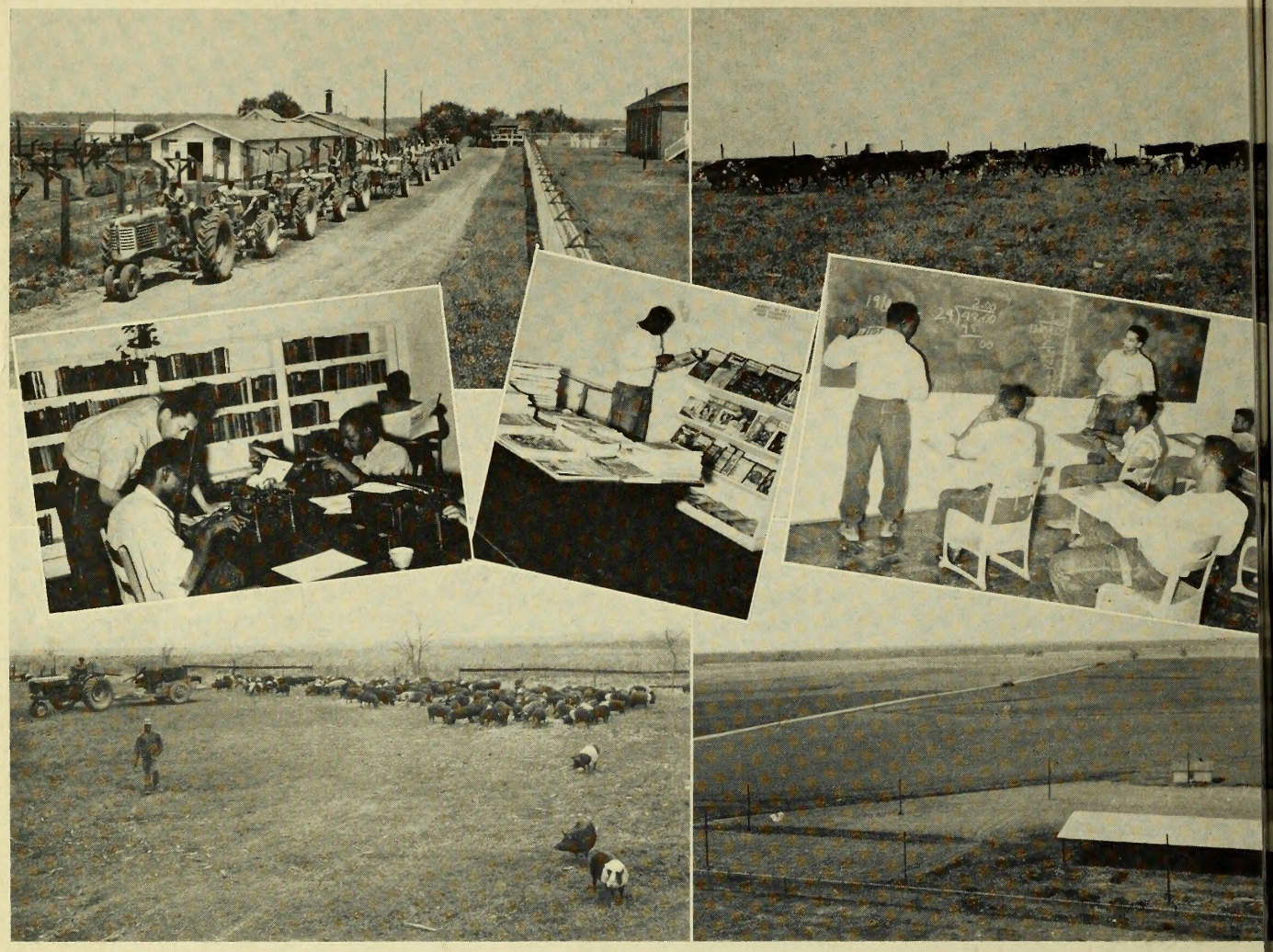
One night we saw the spectacular Follies-Bergere. No tourist should miss this experience. Friends of Virginia took us to Pigalle, the nightclub section of Paris. In one night spot we had a table by the stage. We sipped champagne and watched the floor show. The lack of clothes on the show girls was no novelty. After the Follies, we were shock-proof.

The next day, we strolled around the city and I bought a Paris hat and a few gifts for friends. That afternoon, we went to Versailles (the palace of Louis XIV, XV, and XVI), about 11 miles from Paris. The formal flower gardens must be lovely in the spring. The many fountains, of course, were cut off for the winter. The paintings outlined in gold leaf on the ceilings and walls were gorgeous. In a museum on the palace grounds, we saw the gold-encrusted carriages of Napoleon and former French kings. We saw the elaborately decorated sleighs of Madame du Barry and Madame Pompadour.

We left Paris and returned to Herzo. The six weeks had flown and it was time to go home. My plane left one hour ahead of schedule to miss an approaching snowstorm. I got out of Europe just ahead of the disastrous January snowstorms and avalanches.

My trip to Europe was a memorable and thrilling experience, but I was glad to get home and back with my highway friends.

PAT BEAN



Caledonia Farm Operation To Be Stepped Up

The Prison Department plans to step up farming operations at Caledonia Prison Farm this year. Last year 3, 195 acres were under cultivation. This year 3,470 acres will be put to use in raising food for the prison population.

The Department expects to plant 1,200 acres of corn, 600 of small grain, and 500 of soy beans. A permanent pasture of 500 acres is set aside for the 1,000 head of white-faced hereford cattle. The rest of the suitable land will be planted with snap beans, tomatoes, alfalfa, sweet and white potatoes along with other truck and garden crops. Prisoners at Caledonia also tend 2,000 hogs and around 50 head of dairy cattle.

For almost a year, Caledonia has been classified and organized as a camp for honor grade negro men prisoners. The camp has facilities for about 125 men. At present 75 negro women prisoners work at Caledonia. In time, the women will be transferred from Caledonia to Raleigh as soon as space is available for them at Woman's Prison.

The Prison Department thinks Caledonia offers an op tunity for more attention to be focused on farm managen and operation. This concentration should result in increa farm production at Caledonia. The camp already supplies major portion of the prison system's beef needs.

Caledonia provides a good chance for the rehabilitatio negro men. Vocational training in agriculture teaches men to work, as well as give them a skill which they use when released to civilian life. Ralph Edwards is fa manager of Caledonia.

State prison farm supervisor Swicegood plans to set u master farming plan for the prison system. He wants coordinate and unify prison farming operations. By boost farm production, he hopes to make the prison system s sufficient in regard to food. In time, he thinks prison fa should be able to supply all the food needs of the 10, plus prison population.

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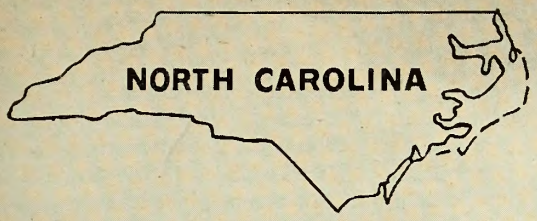
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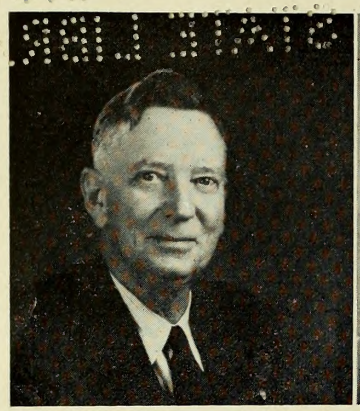


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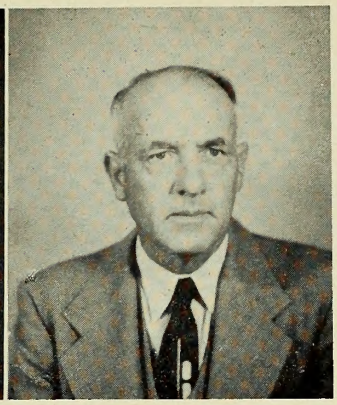
ROADWAYS

A MAGAZINE FOR EMPLOYEES
OF THE STATE HIGHWAY COMMISSION

MAY-JUNE, 1954



EDWARD L. KEMPER



J. D. PEEK

Engineers are Promoted

Edward L. Kemper was promoted to Division Engineer of the Twelfth, February 26. Kemper, the former assistant Division Engineer, filled a post left vacant by the death of L. B. Peck, February 16.

At the same time, senior Right-of-Way Engineer J. D. Peek was moved up to Assistant Division Engineer.

The Twelfth remains in good hands as both Kemper and Peek are qualified highway engineers with many years of experience.

Kemper started with the Commission as an instrumentman in 1919. The following year, he was promoted to Resident Engineer and worked out of the old Ninth District in Asheville. From 1925 to 1927, he was Ninth District Construction Engineer. The following two years, he was Office Engineer of the Ninth in the Asheville office.

He left the Commission briefly in 1929 to work with a culvert company. In 1931, he returned to highway work and was Office Engineer in the Asheville office. Then in 1937, he was promoted to Assistant Division Engineer of the old Ninth Division and worked out of the Shelby office. When the Commission was enlarged to 14 divisions last year, Kemper continued to assist the late L. B. Peck, Division Engineer.

Kemper was educated in the public schools of Washington, D. C. His wife is the former Martha Barrett. They have three children: Edward Hudson Kemper, Mrs. Clara Lee Jones, and Richard Kemper. They are Episcopalians. The new division engineer is a member of the N. C. Society of Engineers and a former president of the Shelby Kiwanis Club. He is 58.

The new assistant division engineer was born in 1903 in Franklin. He graduated from the Franklin High School in 1920. From 1921 to 1924, he attended Tri-State College in Indiana. For three years, he was an engineer and superintendent for a lumber company in Waynesville. From 1929 to 1934, he was a transitman and party chief for an oil company in California.

In March, 1934, Peek was married to Majetta Singleton of Waynesville.

From 1935 to 1942, he was a rodman and transitman in the Location Department of the Highway Commission. From 1943 to 1945, he was a building material estimator for an engineering firm in Oak Ridge, Tennessee. In 1945, he returned to highway work as a party chief with Location. In 1948, Peek was made senior Right-of-Way Engineer in the Twelfth Division a position he held until his recent promotion.

THIS MONTH'S COVER

This section of US 301, south of Fayetteville, is a good example of a "limited access" highway. Note that side roads may enter the main road only at designated intersections. This reduces the number of cars which otherwise dash out of or suddenly turn into filling stations, roadside businesses, side roads, and private driveways. The picture shows the broad, dual-lane highway separated by a grass median strip for safety and drainage. There are service roads, for local traffic, on either side of the highway. Picture was made from the overpass which carries NC 87 over US 301.

—Picture by Pete Bourke

Dad

*Written by Irene Peck to the late L. B. Peck on his birthda

There's no dad like my dad, no finer can be found,
He's sweet and kind and gentle, his judgment always sound.
He likes his parties, jokes and fun, and sometimes like to roa
Yet no matter what confronts him, his first concern is home.
His friends, as I, adore him, he's goodness through and throug
He always gives a job well-done, what'ere he has to do.
So let him live a happy life, let all good things caress him,
One more request I'd like to ask, may God and heaven bless hi

NORTH CAROLINA ROADWAYS

A Magazine for employees of the North Carolina State Highway and Public Works Commission

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Keeping Road Machinery in Operation is Big Business

by

B. W. DAVIS

State Equipment Engineer

Most people are impressed by a big tor grader in operation or by a large wler tractor pushing a 48"x120" bull- zer blade or by a tractor pulling a aper which can dig and carry as much eight cubic yards of earth (about 000 pounds to a load). This type equip- nt stirs the imagination as it is skill- ly maneuvered. Few people realize the ind-the-scenes work necessary to keep h equipment going.

The work of highway equipment ranges m heavy earthmoving to change the e and contour of a hillside to close erance required in the final dressing of oad surface. The advent of this power- machinery has made a vast change in ghway work in recent years. The ount of work accomplished by our ces has been greatly increased.

The Highway Commission owns and erates 259 of the largest motor graders. ey're big machines. Each unit weighs m 22,000 to 24,000 pounds, is driven by 100 h.p. diesel motor and moves on six 00x24 low-pressure pneumatic tires. Few lize how expensive it is to "reshod" st one of these 259 machines. The list ce for a "reshod", including six new es and tubes, for a large motor grader $1,566.90!

Expensive to "Reshod"

The Commission has 225 large crawler ctors. Each weighs 26,000 pounds, is iven by a diesel motor that develops h.p. on the drawbar and moves on two el tracks. A tractor makes two marks the ground, each measuring 20 to 24 hes in width by seven to eight feet in gth. Net cost of parts including two cks, rollers and sprockets to "reshod" st one of these tractors is $3,541.17!

The "reshodding" together with repair- g and supplying parts for this equip- n as well as many other smaller pieces equipment is an important and neces- ry job of this department. Determining the necessary parts to carry in stock plus handling the minute parts for the many pieces of our highway equipment requires accuracy, skill and experience.

Buying, then the cataloging, controlling, handling and conserving of equipment parts is "big business" in an organization the size of ours. The job of selecting, buying and handling parts and supplies has gone through three distinctly different phases. Together with the purchasing department, we've had to adjust buying procedures to meet existing conditions.

First, there was the *shortage* period—during and right after World War II as well as the Korean War. Just to keep highway equipment going, it was necessary to take *any* available substitute part and often every available substitute. Take the tire situation. Toward the end of this shortage period when tires suddenly became plentiful, the change in trend was not realized in time to prevent excessive stockpiling. When tire shipments first began coming through on orders given up as hopeless, we were afraid not to accept delivery. Then too, it was anybody's guess as to whether or not the Korean War would get worse and tires would again be unavailable.

Demand is now catching up with supply. Our surplus stock of tires has been practically eliminated. Only a small overstock remains in two sizes—9.00x24 ground grip and 6.00x16 ground grip. Need for these two sizes during the next six months will further reduce the surplus.

The second phase came during the 200 million dollar bond program when every effort was made to keep all equipment operating. Parts and supplies were stocked with one objective—continuous equipment operation with minimum delay. The inevitable result was a material increase in the stock of equipment.

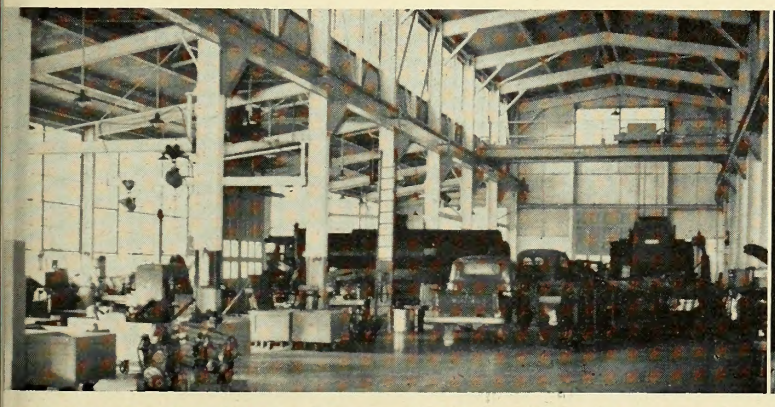
Equipment Available

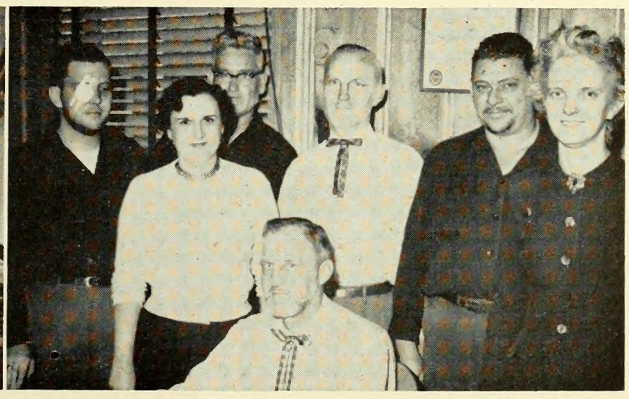
Today is the third phase. It's a buyer's market. Equipment and supplies are readily available. There's healthy competition for State business. This department is exerting every effort to buy selectively and operate on a sound, economical basis.

Our present equipment program is aimed at reducing stocks as well as controlling purchases. Restriction of "Confirming purchase order" buying is now required. The minutes from the February meeting of the division equipment superintendents show:

"The most important subject for discussion was *inventory control and reduction*, including the elimination

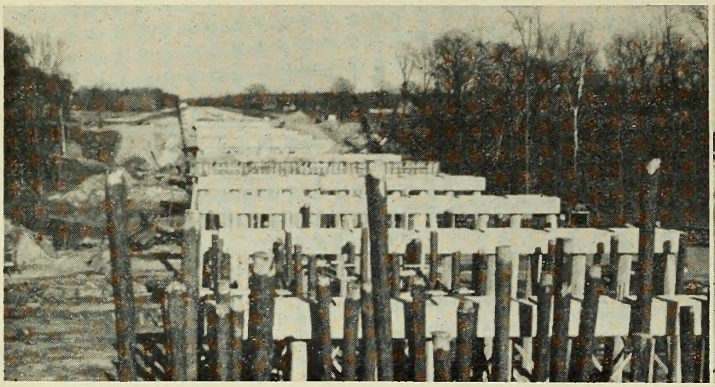
(Continued on page 2)





The Sixth Division Shop at Fayetteville is one of the finest nd best-equipped in the State. And the Equipment boys eep it immaculate.

Sixth Division Equipment Superintendent J. W. Upton lined up with his office crew. He has two "Ruth's" in his office: Ruth Goforth on the right, and Ruth McLeod on the left. The other members of his staff are B. P. Lambert, R. A. Averitt, K. W. Porter, and D. A. McKethan.



A great deal of work is being done on 301, especially around Fayetteville. Note the falsework on the future four-laned bridge over the Cape Fear River. The bridge will be 965 feet long.



Scene on right shows service roads being built at the sa time that an additional lane is being built on 301, south Fayetteville. Local traffic can use the access road. Touri can turn off busy 301 to get to the motel on the right.

Equipment Available

(Continued from page 1)

or close control of CONFIRMING PURCHASE ORDERS. We must be able to show that even the smallest item on a confirming purchase order (without exception) is for an emergency need. As a rule, an emergency means equipment down for repair. Equipment that is dismantled and blocking the use of a needed part of your shop could also create an emergency need for the shop space even though there is no immediate need for the unit of equipment. However, as stated above, we must be prepared to justify the emergency need. Floor mats, filter elements, thermostats, scotch tape and similar items will not qualify as emergency needs. No items in quantity can qualify as emergency needs."

Interchange Parts

The strict control of stocks of parts and supplies is being pushed further by studying the interchangeability of parts. Assistant purchasing agent R. G. King has just made a study of engine bearings for 28 motors of one make. Of the 400 different part numbers listed in the manufacturer's catalogs for the bearings in these 28 motors, he found that only 35 part numbers would cover all 400 numbered parts. This shows the possibilities of interchanging parts. A cross-catalog has been set up.

Associate Equipment Engineer J. V. Clifton and Automotive Parts Supervisor J. R. Ray have made similar research on anti-friction bearings, motor grader transmissions and final drives, electrical parts (ignition, starter and lights), small belts, filter elements, clutch parts and universal joints. As a result, we may be able to buy more economically by getting parts that can be interchanged.

Although much of our present equipment is badly worn from hard and continuous use during the bond program, highway forces have been operating effectively since last July with only a minimum purchase of new equipment. While it's not practical to buy much new equipment now, our present equipment must be kept in good working condition. We must make the best possible use of the equipment on hand.

New Superintendents

Efficiency in maintaining equipment has been increased by the addition of four new division equipment superintendents. Four men were promoted to direct this work in the field: W. V. Coley at Wilmington; J. E. Gregson at Asheboro; J. S. Zimmerman at North Wilkesboro; and Boyd Hamilton at Sylva.

The new central equipment depot at Raleigh has given us improved facilities for major overhaul of equipment. Two additional division shops, one at Wilmington and the other at Sylva, are now being put into operation. A modern replacement for the old division shop at Tarboro is being built near Hertford. Last year the division shop at Greenville was enlarged. County shops were built last year in Northampton, Scotland, Cabarrus, and Surry. Each will service highway equipment in its county; the one in Scotland will service Hoke as well. The inadequate shop at Maury in Greene County will soon be replaced. These added shop facilities will help us render better and more efficient field maintenance of machinery.

We now have an improved building design which gives better use of floor space in new shops. Instead of building a shop with doors only at the end of the building, we are constructing multiple overhead doors in the sides of the shop. This means that equipment down for repair doesn't have to be shifted around to make room for other machinery. No longer can one big piece of equipment block the entire shop.

duPont Visits

Francis V. duPont of Washington, D. Commissioner of the U. S. Bureau Public Roads, paid a visit to the off of Highway Chairman Graham, March

Chairman Graham took duPont over a brief visit with Governor Umste Dupont went on to South Carolina bef returning to the Bureau of Public Roa office in Washington, D. C.

duPont served as a member of t Delaware State Highway Department fr 1922 to 1949, including 23 years as Cha man. He was responsible for directing t engineering, financing and the commen ment of construction of the Delawa Memorial Bridge, the fifth longest susp sion span bridge in the world.

In April, 1953, duPont succeed Thomas H. MacDonald as Commissio of the Bureau of Public Roads. Under t provisions of the Federal Aid Road A of 1916, the Bureau of Public Roads w created. MacDonald was appointed first commissioner in 1919, and serv till 1953. From the beginning, the Bure has cooperated with and helped strengthen the states' own administrati of their highway affairs.

Office Moved

Resident Engineer D. L. Rink recent moved his men from 210 Third Stre NW, to new quarters at 427 Fi Avenue, SW, in Hickory. The old offi was too small and the parking was i adequate. The new office in the Shufo home has six rooms, a large attic and full basement. In addition, there's 100 x 100 feet lot which will provi adequate off-street parking.

In the old office, crew members had alternate at the desks. There was room for members of survey teams do the necessary paper work during b weather. They had to alternate at t desks.

Centerlines Painted

Traffic Engineer Robert A. Burch ecently reported that 11,400 miles of enterlines and yellow barrier lines were ainted last year on the State's highways.

Burch emphasized that the mileage ainted last year does not represent the tal of painted lines in use. Many miles roads painted in 1952 did not need painting last year due to the use of a perior paint. Roads painted in 1953 ill not require new centerlines this year.

The new centerlines brought the total about 25,000 miles of centerlined roads. o show the scope of the work, there are out 33,000 miles of paved roads in the ate.

Approximately the same number of iles were painted on NC numbered utes as on US routes. Twenty-eight per nt of the miles painted were on county ads. Rate of application on the white ip lines averaged six gallons per mile.

Last year's painting operation required 3,650 gallons of paint. About 45 per nt, or 61,000 gallons, were yellow which used to mark barrier and "No Passing" cations.

The lines can mean the difference tween safety and disaster. Burch said, t is dangerous for a motorist to start ssing when the sight distance is 600 et or less. The yellow line means 'drive ith caution, stay on your side of the line, atch for intersections and cross roads.' he yellow centerline is for the motorist's rotection. However, the absence of a llow line does not necessarily mean ere is enough time and space for a otorist to safely pass and get back in s proper lane."

Since centerlining is done in warm eather, work will start soon on this ar's paint operation. All the centerline int used last year was manufactured at Central Prison, and all of it was premixed with reflectorized beads which give the centerlines greater visibility at night.

Division sign supervisors are J. R. Faucette at Ahoskie, J. D. Parker at Greenville, L. R. Merritt at Wilmington, J. B. Connor at Wilson, B. F. Wheeler at Durham, G. L. Coleman at Fayetteville, L. H. Wilson at Greensboro, C. H. Dudley at Asheboro, O. K. Stephens and S. M. Pressley at Winston-Salem, W. E. Canfield at Albemarle, W. J. Watts at North Wilkesboro, E. J. Rector at Shelby, C. P. Reeves at Asheville, and J. F. Bryson at Sylva. These men are responsible not only for all centerline painting but all road signs in their respective divisions.

Asphalt School Held

The third annual asphalt paving school, held in Raleigh, February, 15-19, was conducted jointly by the Bituminous Department and the Division of Materials and Tests.

State Highway Engineer W. H. Rogers, Jr., opened the school with an inspiring talk. He cited the benefits to be derived from the school and stressed the duties and responsibilities of the construction men.

Bituminous Engineer T. V. Fahnestock commented, "It is a proven fact that even with the finest specifications and design, good pavement cannot be obtained consistently unless all construction procedures are properly carried out."

The necessity for adequate and competent inspection during construction was emphasized. To properly control the production of bituminous mixtures, two inspectors at each plant are essential. One man is responsible for the actual plant operations, e.g., the drying, screening and proportioning of the aggregates together with the proportioning of the bituminous material, watching temperature controls of aggregates and bitumen, and checking mixing time. He must see that truck bodies are in good condition and sprayed so material doesn't stick to sides. Then he must be sure that loaded trucks are covered.

The other inspector in the asphalt plant would sample and test aggregates and bituminous material. He would test the finished mix, prepare samples and make daily reports of roadway and plant operation.

The roadway inspectors would check preparation of old base for pavement, proper application of prime or tack coat, and correct operation of finishing machine to insure proper thickness, grade and cross section of the pavement, and the rolling operation. He must see that the new pavement is not damaged by traffic. The roadway inspector was instructed on the correct methods of sampling completed pavements.

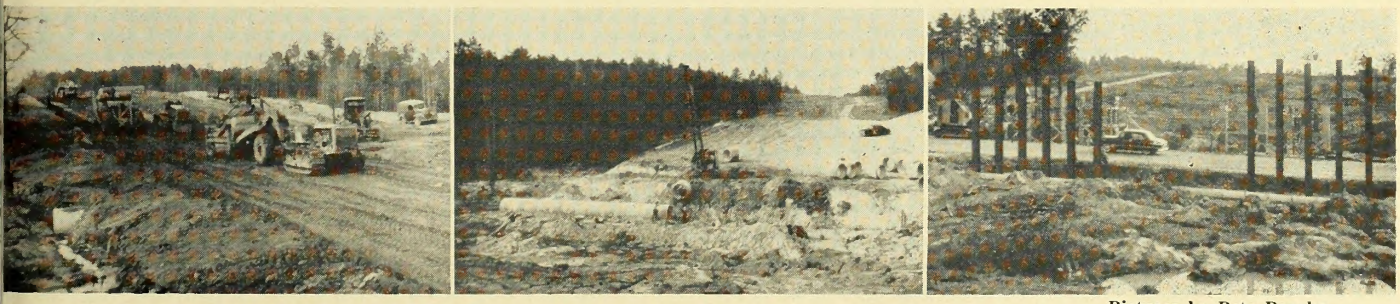
The necessity of having *two* roadway inspectors on bituminous surface treatment work was stressed. It was explained that with the equipment now in use for this type of construction, it is almost impossible for one man to see that all phases of surface treatment work are properly handled.

The purpose of the school was to impress the field men with the importance of their work and to give up-to-date instructions on the use of asphalt.

Movies and slides were shown. These clearly illustrated the important items of equipment and plants used in pavement construction.

Several sessions dealt with bituminous surface treatment work. After each talk, a general discussion was held. The men from the field entered right into the question and answer period.

James E. Civils of the Motor Vehicles Department spoke forcefully on highway safety.



Pictures by Pete Bourke

Work progresses on bypass around northeast Durham. cene on left shows heavy earth-moving machines grading r the four-laned relocation of US 70. Middle scene shows ig concrete pipe being laid. Right picture shows steel piles hich were driven in preparation for two big overhead bridges. When completed, this project will run from a point about 1970 feet northwest of US 15, south crossing Fish Dam Road and NC 98, to a point on US 70 about 2300 feet, south of the Southern Railroad. The new bypass will connect with new sections of US 70 being built to Raleigh.

N.C.S.H.E.A. Association News

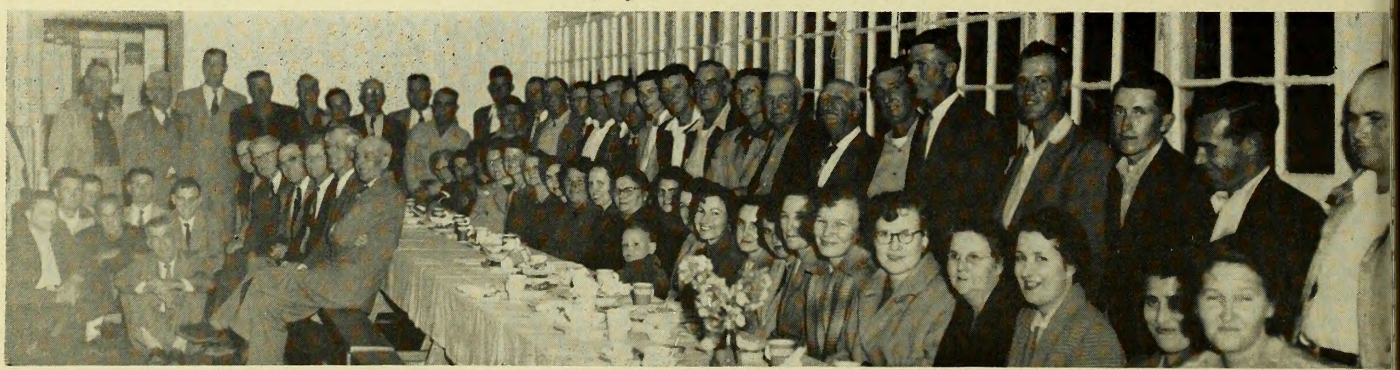
Vol. 4—Edition 5 May, 19

QUITE A LITTLE HASSLE created recently by the resolution adopted by the Raleigh City Council requesting the State Personnel Department to change hours so that State Employees would stop work at 5:15 instead of 5:30 p.m. daily. They did not, of course, realize the full implications of such a move—to change just 15 minutes daily, a total of 1 hour and 15 minutes in 5 days, could easily mean the reduction of one increment from the salary range. Regardless of how we once worked, our salaries are all now based in Raleigh on the 40-hour week (and in many other places also), and a change of 2 hours or major fraction can mean the change of one increment in the range. A poll of employees showed they did not wish to begin work earlier due to complications with commuters, taking children to school, and many other reasons; we could not shorten the lunch hour as it is too crowded now. The only solution left would be returning to work on Saturdays—AND NOBODY WANTS THAT—or a cut. Your Secretary conferred at length with Clifton Beckwith, Executive Secretary of the State Employees' Association; we conferred with Governor Umstead and with Personnel Director John McDevitt; contacts were made with City Officials, with the Merchants Bureau, and we found that it seemed to be a tempest in a teapot, in fact, the merchants disclaimed any sponsorship of the idea at all. As a result, it was agreed that both Associations had the same idea on this—no change at all—and there would be no need for both Secretaries to appear before the State Personnel Council and present the identical same arguments. Consequently, your Secretary authorized Mr. Beckwith to speak for the Highway Employees as well as his own group, and he did an excellent job. The results—NO CHANGE—you are familiar with that fact. It took too long to work up to the present working-hour schedule—let's don't let anybody tamper with it in any possible way that might cause a change for the worse.

SALARY BONUS IS OUT APPARENTLY—the 2½% contingent increase seems to be lost by the wayside. The bill passed by the '53 Legislature provided this PROVIDED General Fund revenues exceeded appropriations in sufficient amounts EACH YEAR to pay the 2½% bonus. This would mean additional revenue of $2,513,000 for 1953-'54 and $2,535,677 for 1954-'55. According to present figures, this is definitely out and we cannot expect it this year—but perhaps next, who knows? This may be a blessing in disguise! You ask "why"? Suppose revenues just barely did exceed in the General Fund in the amounts sufficient to pay, and the bonus was paid. Then, next October or November, when revenues normally decline, we might have a decline of more than has been normal in the past few years. What would then happen; More than likely a general salary cut to take up the slack and we would be in worse shape than ever. I have talked with many and they feel this could easily happen—but that perhaps the non-payment of this 2½% bonus now might be the stop-gap to save us. The Highway Revenues will be sufficient, I am told, but we cannot be paid the bon unless the General Fund shows the s plus, and that is the joker in our de What I am really interested in and c cerned about now is holding our own the 1955 General Assembly!! If so groups try to cut taxes and also services, and other groups try to incre taxes and continue present services even improve them, it might turn int real battle. If revenues are still declini at that time, we as State Employees w be in the middle and it will take t efforts of every single person and the u of every weapon at our command to sa the situation—let's don't forget that.

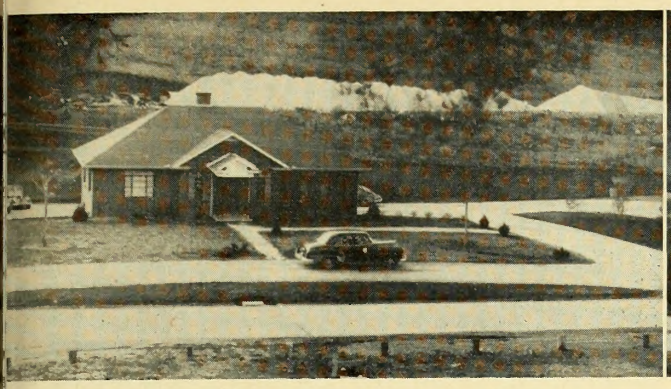
THUMBNAIL SKETCH OF VIC PRESIDENT "BOB" BROWN OF CHA LOTTE—Named Robert Lee Brown General Robert E. Lee, but dropped t extra initial "E"—born 1887, in Shel (the great State of Cleveland)—follow railroad construction from time finish school to 1921, then began work with t Mecklenburg Highway Commission General Superintendent of Constructi and Maintenance — held this job do until the political bug bit, and th insistence of local people he ran Commissioner of Public Works for Ci of Charlotte and was elected in 19 serving until City Charter was chang to managerial form of government— turned to highway work with the Highw Commission in 1933, and still working. now Maintenance Supervisor in Meckl burg, and has served in Union, Gaston a Lincoln Counties—"Bob" is member

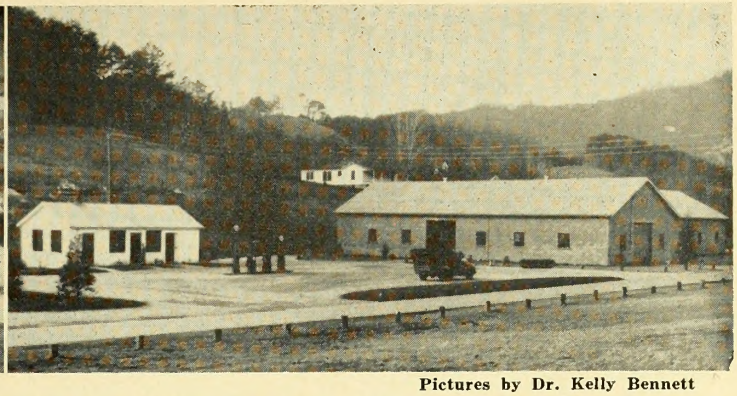
(Continued on page 6)



March 19 was Ladies Night when the NCSHEA held a safety meeting and fish fry at the Prison Camp in Richmond County. District Engineer John G. Hall was master of ceremonies. He gave a short talk on safety and commended the employees on their accident-free safety record since Richmond has been in the Eighth Division.

There were 22 ladies present and 45 men. The following men were guests: Hal McMillan, past chairman of Unit Six; Luther Berrier, chairman of Unit Eight; Herman Shaw, secretary of Unit Eight; J. E. Gregson, Eighth Divisi Equipment Superintendent; Mr. Thames, superintendent Scotland County Prison Camp; C. B. Wicker, Eighth Di sion Prison Supervisor; Chief Allen of Rockingham Polic J. E. Lee, supervisor of Richmond County; Mr. Adams Rockingham Water Department; R. L. Brown, second vic president of the NCSHEA; Fred Biggerstaff, president the NCSHEA; and Otis Banks, executive-secretary of t NCSHEA.





Pictures by Dr. Kelly Bennett

The Second District office of the Fourteenth Division stles in the mountains near Bryson City. E. L. Curtis is District Engineer. The maintenance shed on the far right was built last year. D. E. Hyatt is maintenance supervisor.

Concrete Schools Held

Six men from the Division of Materials is one representative from the Bridge partment held eight concrete meetings roughout the State during February and rch.

Topic of discussion was portland cement ncrete structures. The materials men scussed the recent advances in pro-lures and materials of concrete.

The meetings, usually day-long affairs, re held in centrally located highway vision offices, across the State. The oups usually numbered 50. A total of 7 men, including nine division engi-ers, twelve assistant division engineers, resident engineers, 187 highway engi-ers, 17 district engineers, and seven intenance supervisors attended the formation sessions.

Air-entraining concrete which has been ed the past two years in all highway uctures and pavements was thoroughly scussed. Ready-mixed concrete is being ed more and more extensively each son. Concrete technicians explained the eful inspection so necessary in controll-g this source of concrete.

Bridge Work

The Bridge Construction Engineers gave formative talks on form work, placing nforcing, rubbed finishes, and piles.

The meetings were informal, with fre-ent rest periods. This gave the men ne to absorb the information. Questions re numerous and pointed.

According to Materials Engineer C. E. oudley, "From the discussion periods, ny suggestions and new ideas emerged ich should benefit the men in the leigh office as much as the men in the ld."

Physical Testing Engineer J. E. ompson spoke on "Importance of Using ecification Materials and Accurate Pro-rtioning"; Materials Inspector W. R. chardson on "How Ready-Mixed Con-crete Plants are Approved"; Materials Engineer C. L. Smith on "Duties of the Inspector Assigned to the Ready-Mixed Concrete Plant"; Bridge Construction Engineer J. J. Powell and R. F. Nickel on "Duties of Inspectors at the Job Site"; C. L. Smith on "Depositing, Finishing and Protecting Concrete"; Materials Inspector G. E. Hill on "Making and Handling Concrete Test Specimens"; Materials Inspector J. P. Pendergrass on "Operational Reports"; and Thompson on "Air-entraining Concrete".

Proudley was in charge of the meetings.

One tangible result of the 1954 meetings is the Inspector's Manual which is now being revised. When complete and mimeographed, it will be available through the division offices.

Survey To Be Made

In April, Chairman Graham signed an agreement with Parsons, Brinkerhoff, Hall and McDonald, an engineering firm of New York, to make a detailed survey of the State's highway needs and highway financing.

He explained that such a study is necessary if the State is to meet its obligation to the people for the next ten years. In looking to the future, he said the Highway Commission should not only give the 1955 Legislature an accounting of its stewardship but its ideas on highway needs.

The study will involve an appraisal of the adequacy of all road, highway and bridge segments on road systems under the jurisdiction of the Highway Commission and evaluate the present and future maintenance and improvement needs and attendant costs, year by year, for the next decade.

A similar study made by the engineering staff in 1951 indicated about $345,000,000.00 would have been needed then for a long-range modernization of the rural primary system alone.

Study Financing

Parallel studies will be made of highway fund revenue forecasts, the equity of motor vehicle and motor fuel taxation. The final phase will involve financial studies and recommendations as to ways and means of obtaining funds necessary to meet present and future needs.

The New York firm will complete the study within the next seven months at a cost of $110,000.00.

The Parsons firm was founded in 1925 and has specialized in the field of consulting engineering on a national basis. It is a highly reputable, capable and experienced firm. It has a staff of over 425 officials and employees in the professional and technical fields and has completed highway studies in Florida, Connecticut, the Pennsylvania Turnpike, the Ohio Turnpike, the Garden State Parkway in New Jersey, the New Jersey Turnpike, and the New York State Thruway.

At present, a branch of the firm is conducting a survey of the State's inland ports and waterways.

The firm will assign resident directing personnel. Chief Engineer Rogers and James S. Burch, Engineer of Statistics and Planning, will work closely with the firm's engineers and economists throughout the survey.

New Faces

It's a toss-up as to who is the happiest grandfather, Chief Counsel Brookes Peters or Chief Engineer Bill Rogers. Brookes Peters has a brand new grandson, Robert Brookes Peters, IV, who was born April 24 in the Edgecombe General Hospital in Tarboro. The mother of the baby is the former Frances McClure of Asheville. Bill Rogers is mighty proud of his first little granddaughter, Mary Emory Rogers, who was born April 26 in the Memorial Hospital in Charlotte. The mother of the baby is the former Elizabeth Emory of Chapel Hill.

NCSHEA

(Continued from page 4)

Tabernacle Church, Masonic Lodge, Oasis Shrine Temple, N. C. Society of Engineers, Piedmont Kennel Club, and our own Vice-President—loves to breed, raise, train and show Scotties—is the greatest lover of fishing you ever saw, from "barefoot boy cane-pole days" right up to now—has enough fishing equipment to open a store—can fish and furnish the equipment in any stream from the bathtub to the ocean—wife, Annie Mae Austin of Charlotte passed away in 1953 after 43 years of married life—has a son, Robert, Junior, who is now a Colonel in the Army and stationed in Raleigh following recent service in Korea and prior to that in the European Theatre in WW II—Bob is 6' 1", weighs 230, has a 85" reach and still packs a helluva wallop—he used to be mighty good at pool and stud poker, but I can tell you he's no good at black jack. We're looking forward to the future with "Bob" and our congratulations to him for his long period of service to the Commission and the Association.

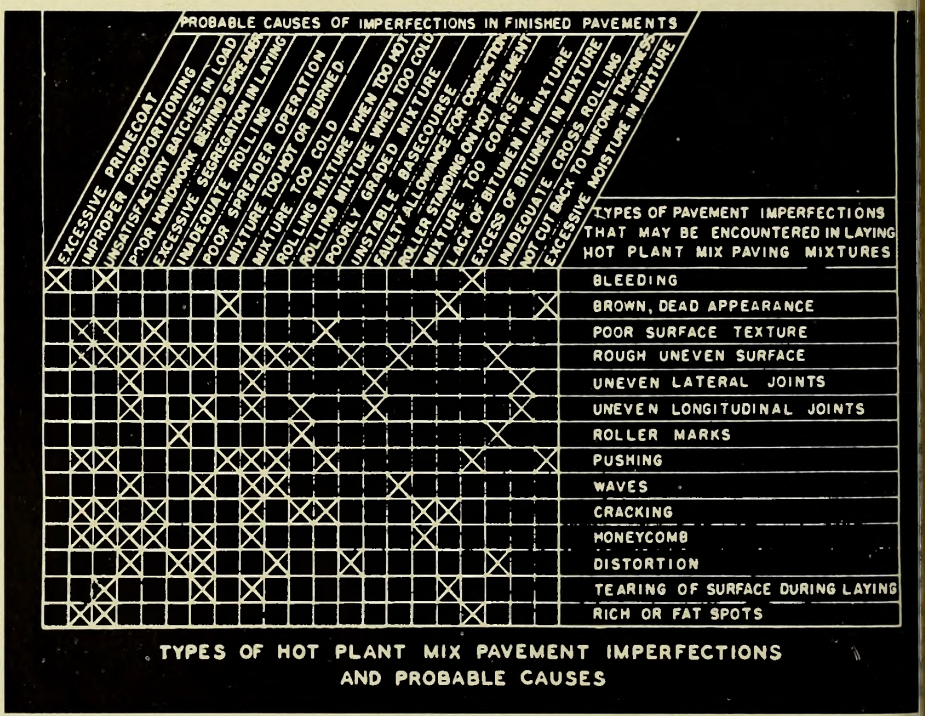
JUST TO SHOW ONE VALUE OF THE ASSOCIATION—since assuming the full-time job of Secretary, I have handled 143 cases of all kinds of retirement matters—investigations to get prior service credits, retirement applications, estimates on retirement, etc. from both our own System and the Law Enforcement Funds (we have members there also). This in addition to attendance at meetings of the Board of Trustees of the Retirement System, trips to Washington on Social Security, our own Committee Meetings, conferences with Nathan Yelton and others, contacts with Congressmen and Senators on legislation affecting our System. This is just brought out to show you that the Association works for the membership always, and in many ways that do not show up publicly. Some of these cases took several days to work out, and meant the difference in quite a few dollars monthly in retirement pay for the retired member. We are happy to offer this service to our Members. Also, a monthly report is rendered to the Retirement Committee and General Officers on those Highway Employees who have retired during the month, giving age, service, retirement pay, and other data for comparison purposes. Right now, the matter of Social Security is foremost, and we are in constant touch with Washington on this.

IT IS TIME FOR DUES — and you should continue to be one of the thousands now members. Your Association has been responsible for many benefits you would not have received otherwise—they set the pattern for "across-the-board" increases; sponsored legislation for retirement improvements, increased vacation annual allowance, increased workmen compensation benefits, and were responsible for the FIVE-DAY WORK WEEK. We have plans for the future, and right now are working steadily toward the 1955 General Assembly, where we feel we must work hard and work together as a large unit to safeguard our attainments. It is not necessary to tell you our history—you know it, and should (I know you do) realize that without such an organization we might go backward somewhat instead of forward. Look at all the other States with similar organizations, and the results attained—compare ours, as I have, and you will find that we have made more progress than the majority. LET'S ALL BE MEMBERS IN 1954-'55!!

THE NCSHEA is NOT a Union, it is NOT an intangible or abstract "thing". It is at present 8,500 people wanting, in common, improvements in working welfare (not detrimental to the State), wanting to work together with the strength of members to gain proper aims! We are not CONSTANTLY WITHOUT ERROR, but by-and-large we are a representative body of GOOD EMPLOYEES and there is room in our Association for ALL HIGHWAY EMPLOYEES, so that everybody can help share the burden—we want all the thousands who value the attributes of courage, loyalty, honesty, faithfulness, and a genuine desire to be worthy of their hire. We solicit the membership of all, but we do not sponsor the lazy, selfish, greedy or super-critical; we have important wor to do for the welfare of our State and ou own Highway Commission. Today 8,50 members are able and willing to spea through their Association for the rightin of wrongs, the improvement of workin conditions, the principle of fair treatmer and justice, and without jeopardy of pe sonal reprisal. We have the assurance c our Chairman, our Commission, our D partment Heads and Division Engineer that we will not be intimidated becaus we are members, so long as we work in a upright manner for the things we thin reasonable, justifiable, and not detrimer tal to our own State. WHO COULD AS FOR MORE? BE A NEW MEMBER I FIFTY-FOUR!! LET'S CONTINUE T PROGRESS—LET'S NOT GO BACK WARD!

I CLOSE WITH THIS: A man's lif is full of trouble; he comes into the worl without his consent and goes out usuall against his will; the trip in between i very rocky; when he is little, big girl kiss him, but when he is big, only littl girls kiss him; if he's poor, he's said t be a bad manager, but if he's rich, the say he's dishonest; if he needs credit, h can't get it and if he's prosperous, every body wants to do him a favor; if he's i politics, they say he takes graft, and i he's out they say he's not patriotic; if h dies young, there was a great future fo him, if he lives to be old, he missed hi calling; if he works hard, he's crazy, an if he doesn't work, he's a bum—so what' the use?

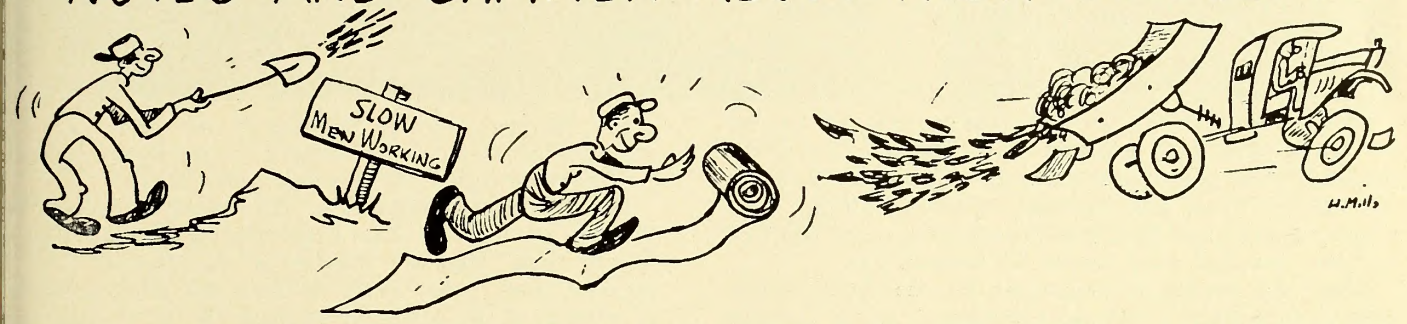
OTIS BANKS, Secretary



TYPES OF HOT PLANT MIX PAVEMENT IMPERFECTIONS AND PROBABLE CAUSES

TAR WHEELS

NOTES AND CHATTER ABOUT HIGHWAY PEOPLE



HEADQUARTERS

THE BRIDGE Department welcomes e following new designers and drafts-en in the drafting room: *Edward S. yd, F. F. Carmiencke,* and *J. C. Enright* . *Mrs. Kirvin N. Satterwhite* is a new pist-clerk . . . The four new men in e structure survey division are *Durwood ill, Jr., Jack A. Parker, Charles A. Ruth,* d *J. J. Tola* . . . They're glad to have *illiams M. Andrews, Jr.,* who has trans-rred from Division 12 in Shelby to the aleigh office . . . *D. Scott Brown, J. lbert Teel,* and *James K. Hagwood* cently resigned.

SERVICE emblems in the Bridge De-rtment go to *T. B. Gunter, Jr.,* for 30 ars; *Ralph P. Coble* for 25; *Murray S. owell, Joseph J. Baldwin,* and *Charles Abernethy* for 15; *David F. Dills* for n; and *John L. Wiggins* for five years . Congratulations to each!

SYMPATHY goes to *Jack A. Parker* of ructure surveys in the unexpected death his father, *Leslie A. Parker* of Rocky ount . . . Mr. Parker had been an lantic Coast Line Railroad employee r over 30 years.

JANIE WILSON, former stenographer the Bridge Department, is mighty oud of her little daughter, *Susan Ann,* ho was born March 9 . . . Bridge Con-ruction Engineer *R. F. Nickel* announc-the birth of his second daughter, illian Ann, March 16, by sending a emorandum similar to his final inspec-on reports on structure projects.

JOE POWELL, Bridge Construction ngineer, and his wife announced the gagement of their only daughter, anna, to William Elton Adams, Jr., so of Raleigh . . . The wedding will be June after the graduation of Joanna om East Carolina College and the oom from N. C. State College.

ENGINEERING Aide *Glenn G. Jenkins, Jr.,* was married to Mary Anne Keel, March 27, in the Eighth Street Christian Church in Greenville.

SURVEYS were completed on the proposed bridge across Croatan Sound between Manteo and Manns Harbor . . . One result of the stay of the survey party in Manteo was the marriage of *Thomas W. Wood,* engineering aide, to Barbara Dowdy of Manteo, March 27.

FROM THE EQUIPMENT Depot . . . Sympathy is extended to *Roy T. Reams,* mechanic, in the death of his mother in February . . . To *Kenneth C. House,* mechanic, in the death of his father in March . . . And to *George S. Dean,* steam fitter, in the recent death of his daughter.

TWO MEN at the Equipment Depot are now back on the job . . . *Charlie H. Allred,* mechanic, was sick for some time . . . *James H. Page,* automotive parts clerk, was hospitalized for awhile.

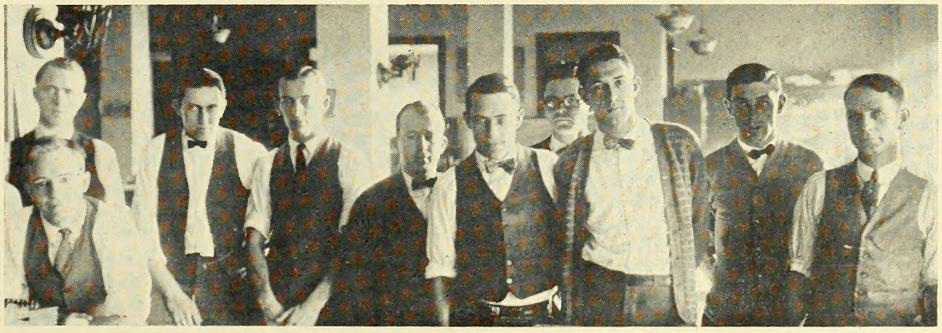
SPEEDY RECOVERY goes to Superintendent *E. T. Pearce* of the Equipment Depot who has been in Rex Hospital since March 27 . . . To *J. G. Reams, Sr.,* machinist, who was a patient at Duke . . . And to *L. E. Johnson,* carpenter, who was home ill.

NEW FACES . . . The *W. R. Honeycutts* are proud parents of a baby girl, born January 3 . . . The *E. J. Hudson's* new arrival is a son who was born January 31 . . . *J. H. Crabtree,* steam fitter foreman, is a seasoned grandfather since the birth of his new granddaughter.

BELATED birthday greetings to *Louise Bernard* who is in charge of the file room . . . Her birthday is on St. Patrick's Day, March 17.

CHARLES T. REAMS, after a two year absence, has returned to work as a mechanic in the magneto room at the Raleigh Equipment Depot.

FROM THE LAB . . . *Fred Waller, Jr.,* and his wife became the proud parents of a daughter, Donna Leigh, February 26 . . . *Mrs. Helen J. Brothers* visited her home town, Carthage, March 26, to attend the open house given for Adlai Stevenson . . . Four families from the lab went down



This picture was made about 1925 in the roadway drafting room over in the old highway building. The late Vance Baise was chief draftsman then. Three of the men are still with the Commission. Tom Park is roadway design engineer; Willie Hobbs is in location drafting room; and John Morson is roadway planning engineer. From left, Park, next man is not identified, W. S. Mann who is with Dixie Culvert and Metal Company, Hobbs, Ed Cothran who is with the Carolina Asphalt Association, Smith, C. D. Arthur, Ed Barton, and Morson.



Pitt County members of the NCSHEA went all out for the Tacky Party held March 5, in the Highway Garage at Greenville. The judges of the tackiest costume are seated in the middle. From left, see Mrs. Warren Aldridge, Mrs. Vernice Benton, and Mrs. Earl Crump. J. G. Gibbs and Mrs. Kathleen Woolard were judged the tackiest two.

Gibbs was master of ceremonies for the panel, "Know Your Association." Panellists were Hazel Baker, Johnnie Pollard, George Minch, E. D. Credle, Johnnie Edwards, Mrs. Carl Abee, and Ralph Bailey.

C. D. Bass, Lonnie Buck, Jasper Boyd, and D. F. Johnson prepared and served a barbecue dinner.

Dr. Warren Aldridge entertained the group at the quarterly meeting by pantomiming "In the Book" and singing "Football Game." Earl Crump spoke briefly.

H. A. Hendrix, chairman of the recently organized Pi Chapter of the N. C. State Employees Association (simila to our State Highway Employees Association), was a honored guest. Other guests included the William Benton of Wilson; J. H. Alford of Durham; H. H. Wesley, Jak White, and the Robert Morgans of Washington; the J. I Cutchins and Mrs. Sybil Smith of New Bern; Georg Entsistle of Utica, N. Y.; the Bob Boyettes, Mrs. Warre Aldridge, Rev. Peyton, and the Clyde Landings of Greenvill

for the Azalea Festival: *Mr. and Mrs. C. E. Proudley*, the *W. H. Shearons*, the *A. Duke Morgans*, and *Mr. and Mrs. A. T. O'Berry* and their daughters . . . The research lab has two new employees: *J. R. Moye, III*, who started February 15; and *C. L. Bryan*, working part-time, who started April 1.

PRISON NEWS . . . There are four new employees: *Mrs. Mildred Baker* who is secretary to *W. L. Fleming; Earl Bush* and *Claude R. Cook* who are extradition officers; and *Samuel H. Goldfein* who is a supervisor.

BRIDGE Maintenance doings . . . *Pam* and Joe Connelly with *Becky* and Sam Griffin went over to Duke to hear the Chesterfield Music Festival which featured Guy Lombardo, Ray Anthony, Peter Lind Hayes, and Mary Healy . . . Recently *Ralph Carroll* and his wife, Leola, spent a week-end fishing at Bugg's Island . . . *Charlie Biggs* celebrated his birthday, March 16 . . . April 1, is the birthday of C. B. Taylor . . . *Worth Sanderford's* aunt died recently.

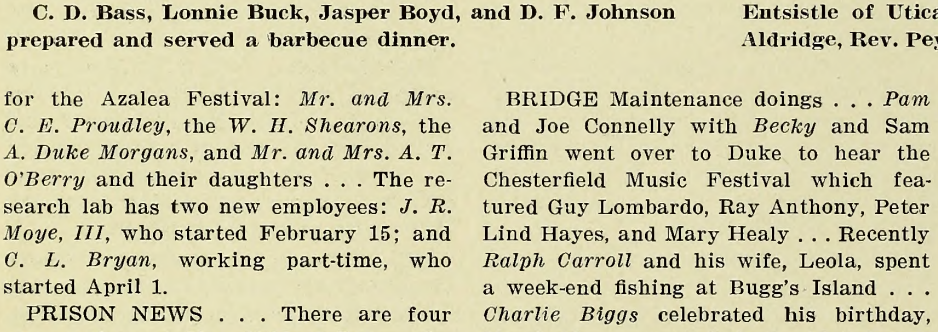
RIGHT-OF-WAY news . . . *James N. Vause* is a new right-of-way engineer . . . *Hilda Russell* made a nice recovery fro her operation . . . She's back at work no

CONGRATULATIONS to *Earl William* upon the birth of his second child an first son, David Earl, III, in January . . *Raymond Jones* has started to work i the reproduction department.

REPORT from ROADWAY . . . *Lydi Alexander* is wearing a pretty diamond she will marry B. T. Kornegay of Garne in June . . . The *Tom Parks* went dow for the Azalea Festival . . . *Dick Turne* and his wife recently went to Charlesto to see the gardens . . . *Jean Hill* is a ne draftswoman . . . *George Sakas* has tran ferred from the Fourth Division office i Wilson to the Raleigh office . . . Two ne draftsmen are *Robert Wood* and *Rufu O'Daniel* . . . *W. T. Daughtry* transferre from the Ahoskie office to work tempo arily in the Raleigh drafting room . . *Peggy Smith* will be married June 18 t Clyde Bryan.

LEGAL HIGHLIGHTS . . . *E. O. Brog den* who was called back in the Navy wil be returning to civilian life soon . . He'll return to the highway legal depar ment . . . Chief Counsel *R. Brookes Peter* was recently elected president of th Raleigh Rotary Club . . . *Ken Wooten* too his wife and baby daughter to Florida fo a brief vacation . . . They visited hi parents in Jackson, Tennessee, ove Easter . . . When *Barbara Sykes* marrie in July, she will be attended by *Bonni Wall* of Personnel and *Dolly Smith* o ROADWAY.

THREE MEN is ROADWAY will soo receive service emblems . . . *T. G. Mood* passed his 20 year work anniversary las fall . . . *W. H. Barker* will have ten year



The men of the Sixth Division Equipment Department in Fayetteville really got in the spirit of the town's Bicentennial which was held April 19-25. The men of the division shop grew an assorted crop of beards, sideburns, and mustaches. Note the string tie, derbies, and top hats.

Front row, from left, H. S. Jackson, E. T. Flinchum, David McKeithan, A. E. Garner of Road Oil, J. M. Arthur, R. J. Carter, J. T. Jackson, J. L. Stephens. Second row, from left, W. C. Owen, Joshua White, E. P. Lambert, A. E. Cox, C. H. Sparkman of Landscape, R. S. Capps, T. E. Culbreth, Charlie Thames, D. O. Lawrence. Third row, from left, J. W. Upton, M. O. Edge, R. L. Williams, R. A. Averitt, A. B. Faircloth, and W. T. Pettus.

his credit in June . . . *J. H. Evans* has ounded out five years of service.

AVIS KNIGHT recently drove up with everal friends to see the cherry blossoms Washington, D. C.

L. W. PAYNE and *W. H. Rogers, Jr.*, ook their wives to the annual meeting nd Ladies Night of the Cape Fear Engi-eers Club in Fayetteville, April 16.

CITY officials of Aberdeen had a shad ake, April 23 . . . All the department eads in the Raleigh offices were invited.

IT'S GOOD to see Margaret Seagroves ack at work in the Raleigh Equipment ffice.

FROM ACCOUNTING . . . *Mrs. Edythe rocker* is the proud mother of a little oy who was born April 7 . . . *Mrs. ertha Daniel* is *Sam Smith's* secretary hile Edythe is out . . . *Emily Sinsley's* usband is recuperating from a serious peration . . . *Marjie Williams* took a eek of vacation in April to visit her ister in Hampton, Virginia . . . *Alderman erritt's* brother, Herbert Merritt of enoir, died March 23.

NEWS from Statistics . . . *Jane Walker* esigned April 9, to return to her home n Vaughn . . . *Blanchie Bradley* took off week to be with her father in Wilming-on when he was sick . . . *Marvin Cates* nd *Charles Townsend* took their wives o the Azalea Festival . . . *Betty Miles* ecently made a quick visit to her family n Pennsylvania.

ON LOCATION . . . *Paul Ferguson* of he drafting room was recently promoted rom Master Sergeant to Warrant Officer, unior Grade, in the Army Organized teserve Corps . . . *Sudie Seltman* took ime off to visit a few days with her ister in Charleston.

JAMES E. BARLOW of Lenoir, an ngineering student at State, who is a art-time employee in the Bridge Drafting oom was chairman of the recent 22nd nnual Engineers' Exposition at State ollege.

DIVISION ONE

SHIRLEY CALLIS
Division Correspondent

GET WELL WISHES to *H. P. King* nd *F. M. Carlisle* . . . Both have been out ick for sometime . . . *Carlisle* is recu-erating from a recent operation in the arolina Memorial Hospital . . . Hope oth will soon be well and back on the ob.

J. M. CLAGON who had been with onstruction for sometime retired in ebruary.

CONGRATULATIONS to the following ew parents: *Mr. and Mrs. F. L. Sim-nons; Mr. and Mrs. Wayland Joyner, Jr.; Mr. and Mrs. R. M. Reynolds;* and *Mr. and Mrs. H. S. Peel* . . . We know each family is proud of its new baby.

DIVISION TWO

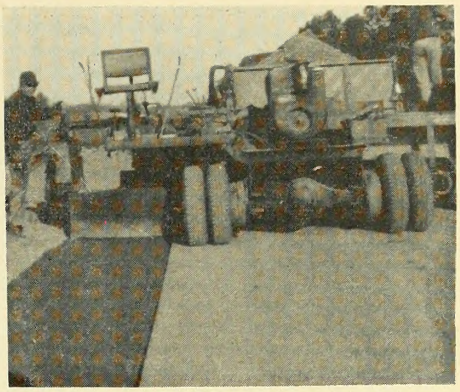
JASPER L. PHILLIPS
Division Correspondent

THE QUARTERLY meeting of the Lenoir Chapter of the NCSHEA was held in the maintenance shop in Kinston in January . . . There were 121 folks present . . . It was Ladies Night so the men went out of their way to be good hosts . . . Pig and chicken barbecue was served . . . Everyone enjoyed the entertainment — quiz questions, guessing games, and "Know Your Man" . . . Prizes ranged from crisp one dollar bills to electric hot pads . . . A five-piece band played for round and square dancing . . . *J. G. Gibbs* spoke briefly . . . Special guests were Mrs. Herman Grady, Dallas Grimes, and Reverend and Mrs. Pharr . . . The same group enjoyed food and fellowship, March 12, at the Highway Garage . . . They square danced afterwards.

BELATED birthday greetings go to *J. L. McDonald, E. D. Credle, L. F. Waters, L. B. Cox, W. L. Ebron, C. L. Gray, W. F. Haddock, G. C. Phillips, W. K. Smith,* and *Eugene Wood.*

CONGRATULATIONS to the proud parents . . . The *R. L. Walkers* announce the birth of a ten-pound baby boy, Wayne Levern, January 26 . . . *Mrs. Walker* formerly worked in the district office in Washington . . . *Mr. and Mrs. Floyd Stilley* announce the birth of an eleven-pound boy, February 14 . . . *Mr. Stilley* is a section foreman out of the Washington District Office . . . *Mr. and Mrs. W. A. Fisher* announce the birth of a daughter, Brenda Jane, March 9 . . . *Mr. Fisher* is also a section foreman in the Washington District.

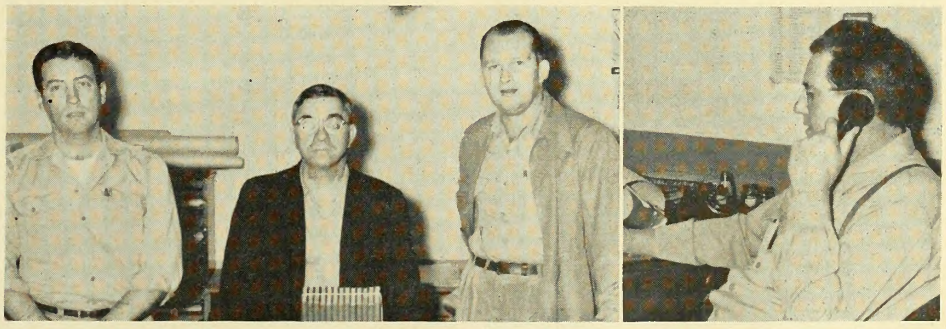
THE SICK LIST . . . Three men are back on the job after recent illnesses: Gang foreman *L. P. Hardison, Sr.*, of New Bern, District Engineer *C. Y. Griffin*, and Gang foreman *W. B. Manning* . . . *Mrs. Mildred Dail*, stenographer-clerk in the Kinston office, is back after an operation and three-week stay in the hospital . . . *Carl B. Austin* is improving after his sickness in March . . . Road Oil foreman *Willie Adams* is back on the job after an extended illness . . . *"Capt. Paul" Crawford*, Superintendent of the Pitt County Prison Camp, was a patient in the Pitt Memorial Hospital . . . It's good to have Section foreman *Asa Moore* of Pitt County back at work after an illness of several months.



Road oil forces were widening US 52, north of Albemarle, the day picture was made. That's James H. Flake, the operator, on the left.

VACATIONS . . . *The M. E. Newmans* of Kinston report an enjoyable two-week visit with his parents and brother, just back from overseas duty, in Glasgow, Missouri . . . *Mr. and Mrs. Johnnie Briley* recently visited friends and relatives in Connecticut.

H. H. WESLEY, *H. L. Briley, J. L. McDonald, S. V. Catlett, Anne Askew,* and *Mr. and Mrs. L. B. Cox* attended the funeral of *I. F. Hardeman* in High Point.



From left, Highway Engineer II Kenneth W. Rabb, Highway Engineer III Drew D. Wright, Highway Engineer I Tom Gowan, and Resident Engineer J. E. Terrell had just looked over the final estimate on roadway project 8521, the relocation of US 70 from Old Fort to Ridgecrest. These men did a good job of supervising the 6.002 miles of grading and drainage. The largest grading project ever constructed in the State, a total of 3,363,245.7 cubic yards of unclassified excavation was moved.





The group of men on the left were all set for a big rabbit hunt. From left, see C. Rogers, E. K. McGinnis, M. Gibson, G. Eargle, M. Jones, and M. Brown.

The group on the right paused in front of the truck shed. From left, L. Kelley, L. Pender, L. Barkley, A. F. Penninger, R. H. Gabriel, W. A. Irving, M. Gibson, J. Ranson, H. Shelton, H. W. Goodrum, F. Ranson, Bill Pender, J. Helr E. K. McGinnis, J. B. Thornburg, J. M. Hager, P. Norke J. G. Alexander, B. Readling, and J. Mason. Both grou are maintenance employees at the Huntersville Camp.

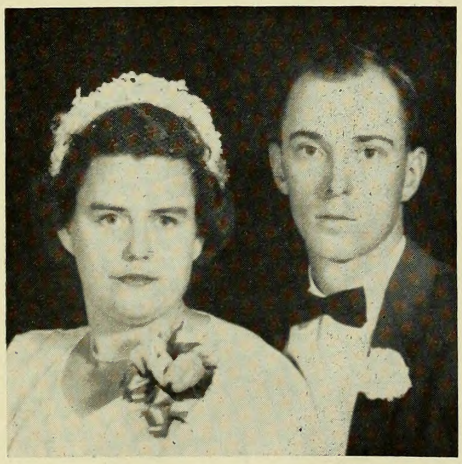
J. T. TYSON of the equipment department likes Durham Creek . . . No wonder, in one day of fishing he netted 100 perch!

SYMPATHY goes to the family of *A. P. Richardson*, bridge tender at Grimeland, in his recent death . . . And to the family of *H. D. Manning*, prison camp guard, who died recently.

DIVISION THREE

IRENE L. WORLEY
Division Correspondent

COMMISSIONER *C. Heide Trask* aided by two Wilmington florists turned the new Third Division Shop into a lovely flower-bedecked banquet hall for its formal dedication, March 5 . . . Tasty barbecue was served cafeteria style to about 1,600 people in 17 minutes (thanks to the "engineering" of some highway folks) . . . Allen A. Marshall, Wilmington attorney, was master of ceremonies . . . He introduced the principal speaker, Senator Alton A. Lennon . . . *Chairman Graham*, *Commissioner Trask*, and Wilmington Mayor E. L. White spoke briefly . . . Special guests were Mrs. A. H. Graham, Commissioner *Emmett Robinson* and Division Engineer *E. P. Koonce* of the Fourth Division, Chief Equipment Engineer *B. W. Davis* and Assistant Purchasing Agent *W. G. Reaves* of Raleigh, Commissioner *C. A. Hasty* and Division Engineer *L. E. Whitfield* of the Sixth Division, Bridge Maintenance Superintendent *Guy W. Moore*, Senior Right-of-Way Engineer *Withers Davis*, Equipment Superintendent *J. W. Upton*, Division Prison Supervisor *J. R. Hooks*, Office Engineer *Steve Ammons*, and Right-of-Way Engineer *James Eason, Jr.* . . . The new shop is modern in every way and should make for more efficient maintenance of equipment in the Third.



Mr. and Mrs. Glenn Howard Johnson were married March 7, at Kistler's Union Methodist Church in Belwood. Mrs. Johnson, the former Betty Peeler, is a stenographer in the Twelfth Division office.

CONGRATULATIONS to *John Floyd Murrary* and Margaret Elderdice who were married March 6 . . . *Murray* is a highway inspector.

ENGINEERING aide *T. J. Preston* went to Norfolk in March for a two-week training course in the Naval Reserve.

G. E. McCLENNY, who suffered a severe burn, is recovering nicely.

GOOD LUCK to *J. S. Williams* and *G. B. Cook* who recently retired . . . *Williams* was Superintendent of the Wilmington Prison Camp and had 23 years of service . . . He was replaced by *John Barbour* of the Oxford Camp . . . *Cook* began his highway work with New Hanover County back in 1909 . . . He leaves an outstanding record of service.

OUR SYMPATHY goes to the family of *Hal Y. Miller* who died after a short illness, March 2 . . . He was a highway inspector.

SERVICE pins for 30 years of highw service go to *Walter L. Frink*, *D. Stewart*, *J. W. Meadows*, *P. A. Camer Henry A. Sessoms*, and *C. E. Brown* . Three men have completed 25 years service: *E. N. Pearsall*, *W. R. Morton*, a *M. S. Smith* . . . Twenty-year awards to *E. H. Nelson*, *E. C. Coleman*, *F. D. Ha C. F. Rivenbark*, and *G. A. Westbrook* . *J. O. Wenberg* and *Victor F. Johnson, J* have rounded out 15 years of work . Ten-year pins go to *Bernice E. Bowe Robert S. Benson*, *Ronald E. Hubbar D. L. Hewett*, *Jesse Long*, *LeRoy Wh field*, *Mossett Bass*, *Paul Godwin*, *E. Harris*, *D. A. Naylor*, *Garland Whitma W. J. Wilkerson*, *Art Mitchell*, and *Ric ard Bass* . . . The following folks ha finished five years of highway work *Har C. Phillips*, *James F. Batson*, *J. C. Reave Jr.*, *J. F. Murray*, *Remly Clark*, *E. Thorpe*, *Allison K. Murray*, *H. W. Cle mons*, *M. E. Hewett*, *Elbert Little*, *G. Moore*, *F. S. Parker*, *E. L. Schaub*, *C. Shepard*, *D. R. Walton*, *Harry Whit J. A. Ballance*, *J. E. Carr*, *I. R. Easo G. R. Grady*, *J. A. Herring*, *J. E. Hobb P. T. Holland*, *T. R. Hudson, Jr.*, *Morr Jernigan*, *D. H. Johnson*, *Walter Jone Pearlie Croom*, and *John C. Taylor* . . Congratulations to each . . . We ho they'll wear their service pins with prid

DIVISION FOUR

WADE H. PRIDGEN
Division Correspondent

CONGRATULATIONS to *Mr. and Mr Ralph Durham* upon the recent birth a boy . . . *Mr. Durham* is with Road Oi

J. R. BARNES, *Wade Brooks*, *Bi Ezzell*, *Julian McCall* and *Charlie Wheele* —all employed in Construction—did suc a fine job during a recent traffic cou survey in Wayne County that Statistic

gineer *James S. Burch* wrote a special ter commending them.

)UR SYMPATHY goes to *Sam Livesay* the recent death of his mother.

MARY BURGESS took in the festivities the Azalea Festival . . . She is a steno- rk in Right-of-Way.

TOM D. GRANTHAM, Assistant Divi- n Engineer, recently spent a few days iting in Adele, Georgia.

GET WELL WISHES go to Resident gineer *J. J. Cole, Jr.*, who recently nt a few days under treatment in Duke spital . . . To *George Brinkley*, Equip- nt Superintendent, who was hospital- d for awhile . . . To Resident Engineer *H. Giles, Sr.*, who was hospitalized for atment of a heart attack . . . To *E. P. once*, Division Engineer, who was out efly with influenza . . . To *Audrey mm* who was home with a cold . . . *Wade Brooks'* son, Bobby, who is uperating from a fractured collar bone To *George King's* son, Renny, who had ecent operation on his eyes . . . And to ice Engineer *Sam Livesay* who was at ne under a doctor's care.

DIVISION FIVE

J. W. JENKINS
Division Correspondent

B. D. "FINN" VAUGHAN fixed some ty barbecue for an Association meeting Person County employees, March 26 . Special guests were District Engineer *T. Adkins* and Division Mechanic *D. B. omas* . . . Otis Banks spoke briefly.

GOOD LUCK to *Bobby Perry*, Engineer- ; Aide, who left April 2, for the Army.

NEWS from Granville County . . . It's od to have Road Maintenance Super- or *Roy Beard* back after his long ill- ss . . . Section foreman *L. A. Hutson* s on the sick list for sometime; his low employees wish him a speedy re- very . . . Our sympathy to Section Fore- n *J. J. Setzer* in the recent death of father . . . When *J. A. Barber* was nsferred from Prison Camp 503 in anville to a camp in New Hanover, he s replaced by *Bernice F. Turner* who s formerly with the Prison Department Person . . . Highway employees enjoyed arbecue, March 19 . . . About 50 folks re on hand . . . Special guests included *T. Adkins, M. S. Hodges, J. H. Alford, W. Crissman, Kirk Duncan, W. D. on*, and *J. H. Belton* . . . *Bernice F. rner* is all smiles since the birth of his ond son, Timothy Leon, March 23.

SYMPATHY goes to the Knight brothers the recent death of their mother . . . th work in Warren County; *W. W.* is truck driver; and *J. E.* is with Equip- nt.

MECHANIC *F. S. Clark* is back at work er an illness of several weeks.



Men from the division office, construction department, road oil department, and soils lab of the Sixth Division Office in Fayetteville lined up. With their string ties, derbies and month's growth of beard, whiskers, and sideburns, the men were ready for the Fayetteville Bicentennial, April 19 to 25.

Front row, from left, W. C. Grimes, S. R. Royal, Leroy Faircloth, D. L. Cooper, Homer Taylor, Stacy Bolton, and Lacy Autry.

Second row, from left, Steve Ammons, Harold Smith, G. P. Humphrey, B. G. Goodwin, B. G. Cashwell, and W. L. White.

A SPEEDY recovery is wished members of Gang Foreman *P. N. Breedlove's* family after their automobile accident, March 13.

TOMMY PEOPLES was in Warren General Hospital recuperating from a serious accident back in February . . . *Tommy* was a temporary truck driver.

BEST WISHES to *P. H. Hillard* who transferred from guard at the Warren Camp to steward at the Person camp.

FRANCES KING of the District One office went to Wilmington for the Azalea Festival.

WORD from Durham County . . . *Buddie Smith* has recently transferred from the division shop in Wilson to the division shop in Durham . . . Right-of-Way Engineer *O. T. Green* is at home recuperating from an automobile accident in March



These gals work in the Durham highway office. Dot Hilliard, seated, is the secretary in the Fifth Division office. Standing, from left, Ruth Mangum of Right of Way, Mattie Hall of the Office Engineer's office, and Carol Barnes of the Second District office.

. . . *Carol Barnes* is a new face in the District Office . . . She replaces *Mrs. Margie Sanders* . . . Get *Monk Webb* to tell you about his two-week stay in Florida to see the major league baseball clubs in training . . . *Quinton Sorrell* has left the division office to return to field work.

DIVISION SIX

CLARA MORAN
Division Correspondent

BEST WISHES to the newlyweds . . . Construction employee *Asier Simmons* was married to Dorothy Andrews, January 30; they are now living in Lumberton . . . Another Construction employee, *Thurman Bowen*, was married to Christine Cartrette in March; they are residing in Evergreen.

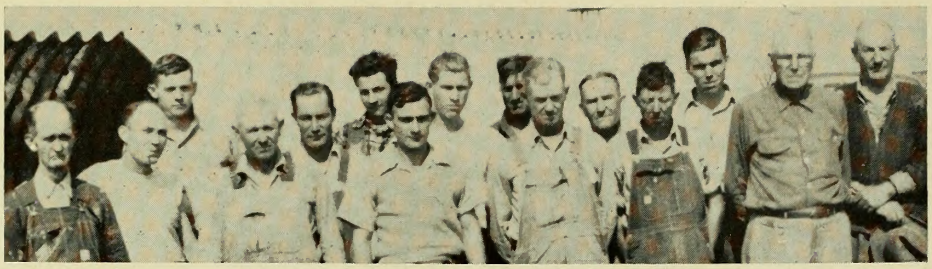
SYMPATHY goes to *F. H. Johnson* of Road Oil whose son died March 8 . . . And to *Frank Seagroves* of the Fayetteville sign shop in the sudden death from a heart attack of his wife in March.

IT'S GOOD to have *Withers Davis* back on the job after an operation and a brief hospital stay in February.

MRS. R. N. WEAVER and daughter of Lillington recently visited Lt. Joe Weaver in Shreveport, Louisiana, where he's with the Army Air Force . . . *R. N. Weaver* is maintenance supervisor in Harnett.

A QUICK recovery is wished *Kenneth Porter, W. H. Edwards* and *Grady Jackson* who were injured in a car accident en route to work back in February . . . They are employees in the division shop.

NEW FACES . . . The *Leroy Faircloths* announce the birth of a daughter, Connie Sue, February 6 . . . *Mr. and Mrs. Gilbert*



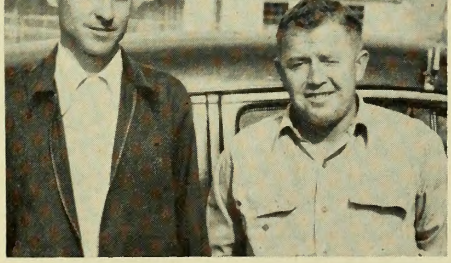
Senior Bridge Maintenance Foreman Joe Taylor and his men were busy assembling a metal culvert. They stopped just long enough for this picture. First row, from left, M. M. Ellis, W. B. Fisher, A. S. Mangum, R. B. Terrel, and Taylor. Second row, J. B. Byrd, Sam Hudson, J. L. Casper, E. D. Oakley, and G. D. McCullen. Third row, Charlie Chappell, L. L. Stewart, and Harvey Allen.

Humphrey report the birth of a daughter, March 17 . . . And *Mr. and Mrs. Lacy Autry* announce the recent birth of a son, Cecil H., at the Clinton Hospital . . . *Faircloth* is in *Road Oil; Humphrey* in Construction; and *Autry* in the Soils Lab.

COMMISSIONER *C. A. Hasty* treated division office personnel and guests to a fine steak dinner at Lakewood Restaurant, March 23.

THREE MEN from District Two were recently in the hospital at the same time with the same ailment . . . *Roy McKeithan*, maintenance supervisor in Robeson; *R. S. Taylor*, supervisory foreman in Harnett; and *W. E. Tadlock*, section foreman in Cumberland, are all back on the job now.

SERVICE AWARDS . . . *Roy McKeithan*, *R. S. Taylor* and *R. B. Allen* have rounded out 30 years of service . . . *W. M. Stephenson*, *L. R. Woodlief*, and *Marion Townsend* have completed 25 years . . . *W. E. Tadlock* has 20 years to his credit . . . *A. E. Garner*, *E. R. Keels*, and *W. L. White* have 15 years . . . *Ruth McLeod*, *S. H. Bolton*, *Houston Faircloth*, *Samuel Faircloth*, *T. G. Faircloth*, and *S. R. Royal* have finished ten years of highway work . . . The following folks have five years to their credit: *Jackie Russ*, *M. G. Worthington*, *Gilbert Britt*, *E. E. Edwards*, *John H. Gill*, *C. L. Nobles*, *W. T. Pettus*, *H. C. Autry*, *Oris Autry*, *W. M. Barnes*, *D. E. Brown*, *L. H. Bullard*, *Fred Cashwell*, *H. C. Cashwell*, *Colon Chason*, *Felton Collins*, *Felton Faircloth*, *Kelly Faircloth*, *Leroy Faircloth*, *S. E. Faircloth*, *M. G. Hall*, *F. H. Johnson*, *Rosie Keels*, *J. F. Martin*, *W. B. Martin*, *Jr.*, *S. P. Riley*, *Paul Robinson*, *R. E. Robinson*, *Roland Sessoms*, *N. B. Singletary*, *Ralph Singletary*, *C. S. Spell*, *C. E. Thornton*, *R. E. Thornton*, *M. M. Williams*, *O. A. Williams*, and *McKinnis Wilson* . . . Good wishes to each for the many years of loyal service!



Charlie Hinnant (on the left) and Grover Ellis work in Resident Engineer R. P. Dowtin's office in Durham. Charlie and Grover have been with the Commission for several years.

DIVISION SEVEN

P. L. WELCH
Division Correspondent

THE SCHOOL for concrete inspectors was held in the division office at Greensboro in March . . . The meeting was well attended by inspectors from both the Seventh and Ninth Divisions.

THE CONSTRUCTION Department along with their wives recently had a good brunswick stew at Crutchfield's cabin.

VACATIONS . . . Division engineer *T. A. Burton* spent the last two weeks of February vacationing near Clear Water, Florida . . . Maintenance supervisor *J. M. Morton* of Rockingham County spent two weeks in February vacationing with his brother in Tampa, Florida . . . The *Calvin W. Howards* recently visited friends in Boone . . . They also spent one day at the Azalea Festival . . . *Mrs. Howard* is a stenographer in the First District Office . . . Gang Foreman *Clyde H. Scott* of Orange County enjoyed a two-week visit in Miami, Florida . . . Section foreman and Mrs. *Wilbur Lloyd* took time out to visit *Mr. Lloyd's* son in Florida.

JUNIOR EDITIONS . . . Gang foreman and Mrs. *Harper Lowe* announce the birth of their first child, a son, in December . . . Bulldozer operator and Mrs. *James Riley* are very proud of their new baby who was born March 1, in the Mebane Clinic . . . *Mr. and Mrs. Walter Wilson* announce the birth of a daughter, February 6, in the Memorial Hospital, Danville, Virginia . . . *Mr. Wilson* is a tractor-trailer opera in Caswell County . . . Mrs. Beyrl Mate a former secretary in the division offi is happy over the birth of her s Lindsey Mark, March 19 . . . She has little daughter, Jan Elise, who was b a year ago, also in March.

BACK ON THE JOB . . . *Don Pettigrew*, section foreman helper in A mance, has returned after a short st in the Alamance County Hospital . *Charles E. Murphy*, Supervisory Forem in Caswell, is back after a brief illn . . . Section foreman *William B. Witty* Caswell County has returned after a sh sickness . . . Section foreman *Edward Rowland* in Caswell County is back af a stay in the Memorial Hospital for tre ment of a back injury . . . Section forem *Cornelius B. Sumner* in Orange County on the job after a short spell of sickne

SPEEDY recovery to *Floyd Mel Rowland, Jr.*, son of a pan operator Caswell County, who was a recent pati in Memorial Hospital . . . To *Rufus Nelson*, motor grader operator in Casw County, who was sick for sometime . And to Mrs. Lucy Madden, wife of C struction employee *Louie Madden*, w recently spent some time in the Alamar County Hospital.

WELCOME to *Don Huffman* who h returned to work in the office of Reside Engineer *J. B. Clifton*.

SYMPATHY is extended the family *Inos F. Hardeman* of Jamestown w died March 10 after a prolonged illn . . . He was road oil foreman in t Seventh . . . And to *C. E. McLeod*, ro maintenance supervisor in Alamance, the recent death of his father-in-law, *MacKenzie* of Candor.

JOHN LEE McPHERSON has b transferred from the division office *J. B. Clifton's* office.

TRUCK driver *Bobby D. Sharp* Rockingham County returned to highw work after a three year term in the Arm

BRIDAL NOTES . . . Machine operat *R. L. Waynick*, a busy man during t bond program, has finally deserted t ranks of bachelorhood . . . His bride the former Annie Virginia Christmon . The couple are making their home on t Waynick farm near McLeansville . . *R. S. Thomas* has two more bachelo *Monroe Clymer* and *Leo Phelps*, that is trying to "marry off."

DIVISION EIGHT

EDWARD C. DARDEN
Division Correspondent

CONGRATULATIONS to those passi service anniversaries with the Comm sion . . . *J. L. Riley*, *S. P. Swaringen*, a *Charles F. Williams* have rounded out

rs . . . *E. E. Hough, J. C. Stewart, arles J. Young*, and *Jesse L. Saunders* v have 25 years to their credit . . . enty-year pins go to *Isaac Brooks, ude W. Craven, A. S. Tucker*, and *C. Webb* . . . Four men have qualified 15 year emblems; twelve men for ten r awards; and 25 men for five year s.

ANDOLPH County employees put on ther of their "good eating" fish frys, rch 12, in the equipment shop . . . out 75 men plus one lady were present . Gang foreman *C. F. Williams* was ef cook and bottle washer.

ANG foreman *James H. Markham* of ntgomery County retired January 1, er 32 years of worthwhile service with Commission.

IVISION engineer *T. G. Poindexter* s out during March on sick leave . . . had an operation in the Randolph spital . . . He's back on the job now.

YMPATHY goes to *C. B. Burgess*, stock k in the division shop, in the death of father, W. C. Burgess, January 29.

OREMAN *Tom Everhart* of the Land- pe Department in Randolph County fered a heart attack in February and s out for sometime.

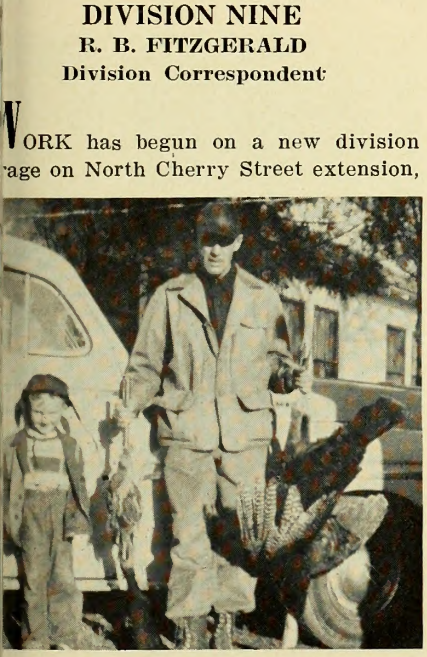
. M. HUMPHRIES, stock clerk in San- d, was recently promoted to District chanic. a post left vacant since the th of *W. P. Tatum* in January.

AINTENANCE Supervisor *C. N. ore* of Chatham County returned to rk in March after a six-week conva- cence from an operation.

DIVISION NINE

R. B. FITZGERALD
Division Correspondent

WORK has begun on a new division age on North Cherry Street extension,



J. P. Thomas has bagged them again. and his grandson pose with a day's uit of quail and a 15-pound wild bbler. Thomas is employed in the nth Highway Division.

adjacent to the Forsyth County Prison Camp . . . The new building should be complete in June.

THE D. W. SCHENKS are learning the latest lullabies to sing to their new daughter, Wanda Christine.

SPEEDY recovery to *J. H. Graham* who was hospitalized with a broken leg . . . To *R. L. McCrary* of Lexington who also broke his leg . . . To *W. W. Goode* who has been to the hospital again . . . To *G. A. Crutchfield*, foreman, who has been sick since January . . . And to *A. O. Craver*, blacksmith, who had a severely injured finger.

J. I. "Capt. Jim" Morris made a fine recovery from his recent illness.

SYMPATHY goes to the family of *J. P. Callahan*, Forsyth County maintenance employee, who died March 17, after a brief illness.

ROAD OIL FOREMAN Ernest "Big Neal" reports the scenery and bathing suits made his trip to Florida well worthwhile.



Gang foreman H. J. Shearin of Warren County is mighty proud of his four pretty daughters. From left, Mae is eight; Lottie, four; Shearin; Lois Irene, one month; and Mary, six. Mr. Shearin has been with the State for 23 years.

ASSISTANT division engineer *R. B. Fitzgerald* on a recent fishing jaunt to Morehead reports a "waterhaul" . . . He claims the weather was bad.

WALTER PUGH, road oil supervisor, spent a long week-end fishing in the John's River County of Florida . . . Reports he caught some big bass.

DIVISION TEN

CHARLES R. SMITH
Division Correspondent

COMMISSIONER Hardison treated Division Engineer Beatty, District Engineers H. M. Burgin and T. F. Royal, Road Maintenance Supervisors, the Division Prison Supervisor, and Camp Superintendents to a delicious T-bone steak luncheon at the Pine Terrace in Wadesboro . . . The men had met for a meeting,



Mr. and Mrs. Rufus J. Lawrence of Seagrove celebrated their golden wedding anniversary, March 28, at an open house. Mr. Lawrence retired from the Commission last August. He worked with the Randolph County Road Commission from 1922 to 1931. Their son, Ralph Lawrence, is with the Landscape Department in Randolph County.

March 25 . . . The Commissioner's generosity was deeply appreciated.

ALDERMAN and *Lowder* of Cabarrus are mighty proud of their new subshop . . . Especial thanks go to *P. R. McCorkle*, booster of "good and clean shops."

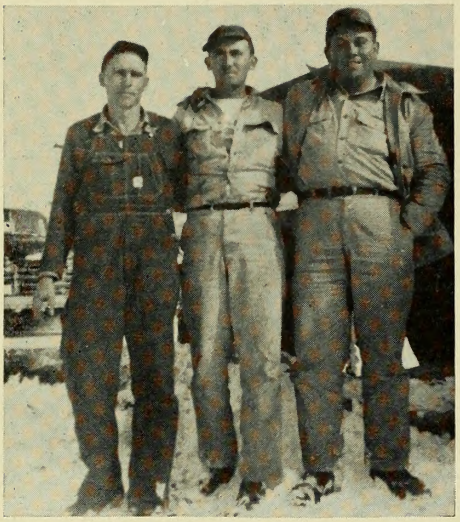
A BARBECUE supper for Unit Ten members of the Association was held, April 9, in the new shop . . . *B. B. Black* is chairman of the unit.

WE'VE HEARD of one person talking a well person into a sick bed . . . Here's a new angle . . . When Bobby Lowery had measles, his dad, *R. L.*, kept saying, "I know I'm going to have them, too." . . . Well, he did come down with a good case of measles . . . *Lowery* had a relapse when he returned too soon to work . . . He's well now but he watches his words.

VACATIONS . . . *P. L. Allen* and *Preston Hanna* spent a March week-end fishing off Windy Hill Beach . . . Ocean was muddy so they caught no fish . . . Mechanic *J. C. Carpenter* in the road oil department spent the first week in March attending the races at Daytona Beach, Florida . . . Gang foreman and *Mrs. G. L. Simpson* report a wonderful two week vacation in sunny Florida . . . Road oil employee *H. G. Mitchell* took his family to his former home in Southport for a week's visit.

SUPERINTENDENT *Pete Lockhart* was redfaced the day the weight inspector checked his scales and found them 18 pounds heavy . . . That accounts for those "big" fish *Pete* has been catching.

EMPLOYEES of the Tenth were saddened by the untimely death of *J. H. Kline*, March 9 . . . He had been a highway inspector for several years.



From left, Boyd Garren, Clifford Jester and Paul Tedder were three of the many men called out for snow removal during the last big snow in Randolph County.

SYMPATHY is extended to Mrs. Kline . . . And to *L. L. Martin*, maintenance gang foreman, in the passing of his mother-in-law, Mrs. Annie Maria Hill Edwards, March 15.

GET WELL wishes go to Patch Foreman *T. J. Furr* of Stanly County who was in an auto accident on vacation in Louisiana . . . He broke his collar bone . . . To *Billy Crump* who was out several weeks with a badly strained back . . . To *Jake McCray* who was sick for awhile . . . And to *R. D. Lewis, J. B. Currence, E. K. McGinnis, C. A. Carrigan*, and *Willis Tilson*.

TWO MEN are back on the job after lengthy illnesses . . . Warehouse foreman *P. C. Austin* is on the job after a major operation . . . *C. G. Bradfield* has returned after a serious sickness.

BEST WISHES to the *J. H. Huneycutts* on the arrival of their first child, a son . . . *Mr. Huneycutt*, a maintenance employee, is the son of *J. C. Huneycutt*, section foreman in Stanly County, who has more than 30 years of highway service.

GET *Swain T. Moore* of the road oil department to give you a ride in his shiny new '54 car.

DIVISION ELEVEN

CORA LEE McLEAN
Division Correspondent

COMMISSIONER and Mrs. *W. R. Winkler* were joined by Division Engineer and Mrs *J. H. Councill* for a short vacation in Miami, Florida.

RIGHT-OF-WAY Engineer *Paul West* spent a few days vacation with his mother in Alabama . . . Mrs. West, Morris, and Suzanne visited her parents in Fairmont.

SPEEDY recovery to *Pauline Pugh* of the district office in Boone . . . To *Ruby Kilby* of the division office . . . To *Deward Hart* of the road oil department who broke his leg . . . To *G. C. White* and *E. M. Hamby* . . . And to Donnie Crouse, son of *Paul Crouse*, who had spinal meningitis.

CONGRATULATIONS to Mr. and Mrs. *T. R. Reavis* on the birth of a daughter, February 5 . . . To Mr. and Mrs. *B. G. Renegar* on the birth of a daughter, Deborah Kay, January 29 . . . And to the *W. C. Crafts* on the birth of a son, William, March 10.

DARWIN BEACH took his wife and daughter to Florida for a few days of sunshine and rest.



Truitt Johnson, maintenance employee in Harnett, is mighty proud of his little daughter, Jackie Ann. She was only four months old when picture was made.

DIVISION TWELVE

JEAN CLINE
Division Correspondent

FOLKS in the division office are delighted with the much-needed paint job inside . . . The offices have just had a "spring change-over."

BEST WISHES go to *Bill Andrews* of Construction who was transferred to the Bridge Department in Raleigh, March 1.

FIVE MEN were recently employed in the Landscape Department . . . *Joe Camp, Charles Edward Humphries, Barnie Frank Willis, John Robert Bolin*, and *Robert Cecil Barnett* started with the Commission in March.

SYMPATHY is extended to *Wade Harbin* of Construction in the death of his father, March 10 . . . To the family of *Melvin Luther*, a former sign employee, who died at his home in Statesville in March from a self-inflicted wound . . . To Maintenance Supervisor *Corpening* and family who were called to Blacksburg, South Carolina, by the death of Mrs. Corpening's sister, Mrs. E. R. Wylie . . . And to *F. H. Flinchum* whose stepfather and mother died within one week.

FUNERAL services were held Marc in Catawba County for *L. E. Bolic* long-time highway employee . . . He retired several years ago on disabilit

A SPEEDY recovery is wished *Poston, Jr.*, of Construction who was sick in March . . . Steward *V. E. Wa* of the Iredell prison camp who is crutches following a March acciden which he broke his right foot . . . *Harris*, Iredell maintenance man, *Johnny McLain*, district mechanic, were recent hospital patients.

BACK ON THE JOB . . . Prison Su visor *Fred Ross* has returned after a sickness in February and March . *W. M. Rochester* is back at the Cleve County Camp after being on leave several months due to an accident s time ago.

EVERYONE is glad that "Bu Champion, son of Mr. and Mrs. *E Champion*, is home again after a month stay in a Greenville, South C lina hospital . . . His dad is with Road

SERVICE NEWS . . . *D. R. Millsaps G. C. Rupard*, following a two year str with the Army medics in Europe, reinstated in Iredell County . . . Ano Iredell highway employee, *C. L. Alle* still in the Navy; he recently vis friends in his home town.

NEW ARRIVALS in highway fam include daughters born to Mr. and *B. R. Mills* and Mr. and Mrs. *R. L. Co* . . . A son was born to Mr. and *H. M. Speece*.



It still gets cold in western N Carolina. O. L. Wilson didn't seen mind as he posed under the ici Picture was made last winter on Linville Falls project in Burke Cou



A coon is a funny thing, he travels in dark. Every time he curls his tail, hear Old Lee Boy bark," says D. E. lgins (in the center), section fore- 1 in Warren County. That's C. J. ighan, section foreman helper, on left. Hudgins, Vaughan and H. P. itty caught five coons one night, an rage catch for one night. With his r coon dogs, Hudgins has caught re than 26 coons this season. n the right see D. A. Grissom of rren County Maintenance holding of his turkeys. It all started last ing when he bought 12 turkey eggs, them under a chicken hen, hatched raised 11, and sold ten. The five s when dressed weighed 105 pounds!

EST WISHES to Mr. and Mrs. *Bob rill* who were married February 28 Bob is with the Shelby Construction ty.

ONSTRUCTION engineer *R. J. Albert* his wife recently vacationed in rida.

ARBECUE with all the trimmings was ved to the 175 folks present for unit ting of the Association, February 27, he new district shop in Statesville . . . mmissioner *Scarborough*, Division gineer *Kemper*, Assistant Division gineer *J. D. Peek*, and District Engi- r *P. D. Miller* spoke briefly . . . Unit irman *P. J. Corpening* was master of emonies . . . State president *Fred gerstaff* of Bessemer City brought the up up to date on association news . . . cial guests were *J. F. Abernathy*, nny Church, *E. R. McGimpsey*, and t secretary *Marion Davis* . . . Red dges was in charge of the barbecue.

ERVICE EMBLEMS . . . *Paul Judson pening* has completed 30 years of high- service . . . Eight men are eligible the 20-year awards: *James Dwight ber, Thomas Lee Cherry, Alvin Blay rrison, Hayden William Morrison, nes Brown Murdock, Vance Brown vis, Ottie Lee Setzer* and *Washie sevelt Tilley* . . . Four men have shed 15 years: *Edward Bennett Ford, rles R. Rankin, Floyd Franklin rren*, and *James David Peek* . . . Seven are eligible for ten year awards: *John Washington Earp, Floyd Henderson Flinchum, Roscoe Ralph Setzer, William Henry Tomlin, Rudd Lathan Sherrill, Robert Vance Brawley*, and *Ralph Max Harrill* . . . Five year pins go to *Thomas Gene Brooks, Billy Jerry Runyan, Thomas Anderson Winkler, Jr., Duron Bridges, Edison Thomas Pruitt, Wayne Calvin Everidge, Leonard Olin Piercy, Jack Douglas Turner, Claude Clarence Campbell, Ransom Roy Campbell, Gaither Robert Finger, Roy Lee Harris, Cling Franklin Helms, Boyce Irving Henley, Thomas Carlyle Hurley, Carl Worthy Keener, David Owen McLelland, David Ronald Millsaps, Grady Gerald Millsaps, Fred Lee Moore, Joe Herbert Poovey, Shelby Ray Stutts*, and *Ernest Lonnie Warren*.

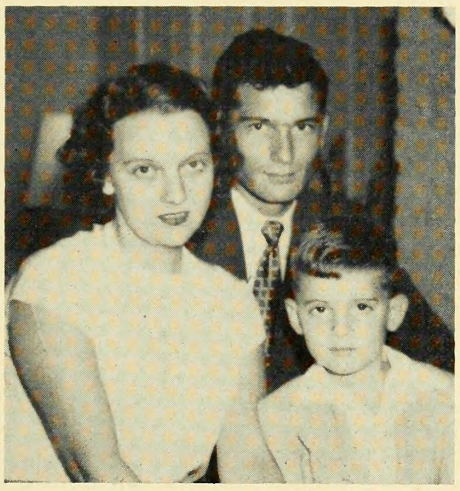
DIVISION THIRTEEN

DAN TURNER
Division Correspondent

ED HUNTER, Gang foreman in Yancey County, was all smiles the day his new granddaughter, Janice, was born to Mr. and Mrs. Ed Hunter, Jr. . . . The proud father is principal of Bee Log High School.

O. L. WILSON is mighty pleased over the birth of his grandson, Gregg Bissell, Jr., February 14, in Columbia, South Carolina.

THE F. T. DOBSONS of Nebo announce the arrival of a baby girl, Sheron Evans Dobson, February 10 . . . *Mr. Dobson* is in



Meet the W. J. Ezzell family of Wilson. Mr. Ezzell, a Highway Inspector II with the Fourth Division Construction Department, has been with the Commission eight years. His wife is a secretary of the Eastern Carolina Boy Scout Council. Their son, Wesley, will soon be six.

Mr. Ezzell's father is division shop foreman in Wilson and has been with the Commission more than 25 years.



George Medlin, son of the John A. Medlins of Robbinsville, is 15 years old. His dad is a jack hammer operator.

George is 43 inches tall, weighs 51 pounds and is in the sixth grade at school where he has a specially-made seat. A thrifty fellow, he sells the Grit to earn money. He also plows the garden for his dad. Pictured with George is one of his goats. He has four and drinks goat milk all the time.

Construction and has been with the Commission since 1952.

WE ARE SORRY the *Fred A. Gibson* family has had so much sickness lately . . . Hope they are all much better now.

GANG FOREMAN *Frank White* is back from a trip to Florida where he visited his son.

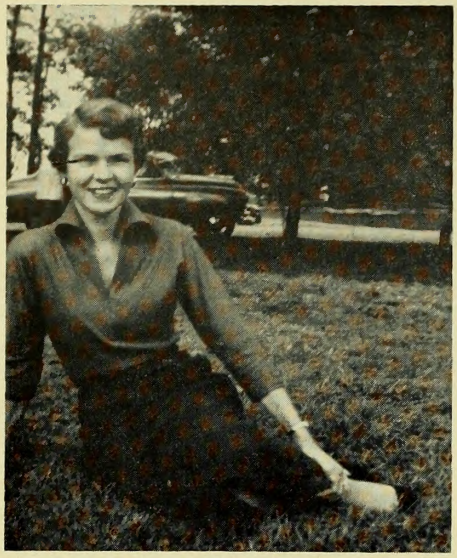
POWDERMAN *Carlie J. Meadows* of Madison County recently retired on disability.

GET Dan Turner, Division correspondent for ROADWAYS, to tell you about his fine vacation in Miami, Florida.

SYMPATHY is extended to *Ralph Collis* in the death of his sister, Mrs. Self . . . And to *Ben Griffith* in the death of his father, J. Bryan Griffith.

THREE MEN remain on the sick list: Powderman *Lee Gillespie*, Gang foreman *Gus Higgins*, and Truck Driver *William A. Fowler* of Buncombe County . . . A speedy recovery is wished each.

SERVICE EMBLEMS . . . Six men have recently passed 30 year work anniversaries with the Commission: *Elmer C. Foster, James J. Foster, Fred Hollifield, Hardie F. Meadows, A. Fred Parham*, and *Herbert G. Roberts* . . . *B. S. Connelly* and *J. G. Morrow* are now eligible for 25 year pins . . . *Vance Proffitt* and *Cecil Wilkie* have 20 years to their credit . . . *Millard J. Huntley* and *Kenneth E. McCall* have finished 15 years . . . Seven men are in line for ten year awards: *D. C. Boone, Porter Bullman, Charlie Hensley, Jack Lunsford, Clay Morrow, Carter Smith*, and *Troy Stanley* . . . Five year pins go to *Reginald A. Ball, Frank Black, Luther*



Mrs. Nancy Boykin is a new employee in the Fourth Division office in Wilson.

When Alma Vazzana recently resigned to join her husband who had accepted a position in Courtland, New York, Audrey Lamm was promoted to Alma's position. Nancy was employed in Audrey's former job. We hope she'll like her work with the Commission.

Dill, Byrd Metcalf, Charlie Miller, W. W. McKinney, Bernice Riddle, Pete S. Shelton, and *Clarence Young* . . . Congratulations to each on the fine service they have given to the State.

DIVISION FOURTEEN

C. J. BECK
Division Correspondent

SERVICE AWARDS . . . Four men have recently passed 30 year anniversaries

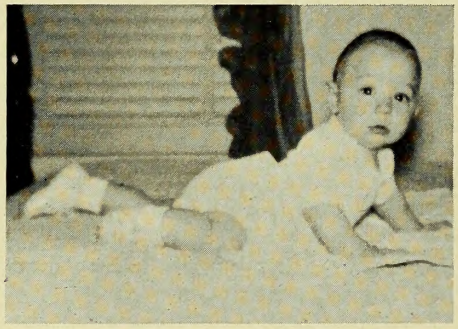


Mrs. Ray James West is the former Janet Elizabeth Liverman, daughter of the J. Collin Livermans of Murfreeboro. She was married in November. Her husband is a Highway Inspector III in the First Division. The couple make their home in Williamston.

with the Commission: *Homer Jackson Ferguson, Joe F. Setser, George T. Stalcup,* and *B. R. Walters* . . . *Garnett Galloway, J. Lawrence Hicks,* and *Harley Parker have* rounded out 25 years of highway work . . . *R. R. Middleton* and *Frank J. Phillips* are in line for 20 year awards . . . *Wayne Caldwell, Troy Hurt, Homer C. Passmore,* and *Ron C. Scroggs* are now eligible for 15 year awards . . . Ten year pins go to *Sam Jordon, Henry Kitchens, Mack Patterson,* and *Charlie Roper* . . . *Amos D. Cabe, Loney L. Gabe, Kelly Holcombe,* and *Jim Wiggins* will receive five year emblems . . . Each can be proud of his loyal service given to the State.

WHEN the concrete school was held at Craggy, the entire Brevard Construction party attended.

RESIDENT Engineer *F. K. Westwood,* Highway Inspector *J. W. Pittillo,* and Assistant Division Engineer *C. W. Lee*



Glenn Lewis Sorrell is the five-month old son of the Worth Sorrells. His dad is the capable accounting clerk in the Raleigh office of the Landscape Department.

journeyed to Raleigh for the Hot Asphalt School, in February.

MUCH HAPPINESS is wished Gang Foreman *Harry L. Walton* who retired recently . . . He is 60 and had been with Maintenance since its infancy . . . He worked in the Second District.

STENOGRAPHER Clerk *Doris Higdon* took a leave of absence to complete work on her B.S. degree at Western Carolina College . . . She'll return to the division office at Sylva in June.

OUR SYMPATHY goes to the family of *James Slaughter* who died recently . . . *Jimmy* had been with the Commission 13 years as a mechanic in District II.

SICK LIST . . . Truck Driver *C. B. Wells* was out sick for several weeks . . . Mrs. *L. B. Womack,* wife of the district mechanic, was in Petrie Hospital for treatment . . . The *C. J. Becks* took their little daughter, Linda, to Marion where her tonsils were removed.

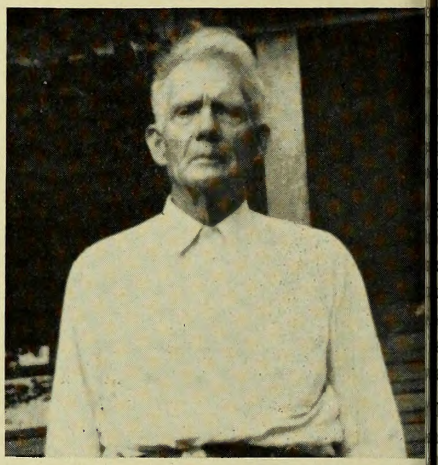
NEW ARRIVALS . . . Mechanic and Mrs. *Tom Watson* announce the birth of a daughter . . . The *N. H. Smiths* also have a new baby . . . A little girl was born to Mr. and Mrs. *Wade Millsaps* of Robbinsville, February 12 . . . Congratulations these proud parents.



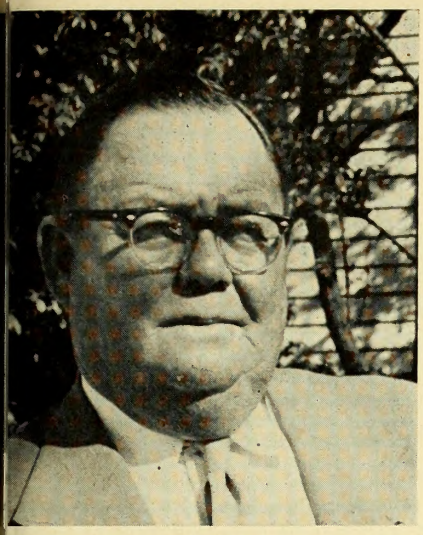
T. W. Faggart was married to Colle Gray, March 12, in the Bell Home Lancaster, S. C. After a honeymoon Kentucky and Tennessee, they are n at home with the bridegroom's paren Their friends wish them much hap ness. Faggart is with Maintenance Cabarrus County.

HOBBIES . . . Engineering aide *W. McGaha* is a dog collector . . . He has o of the best stocked kennels in Breva with coon dogs, rabbit dogs, blue d and hot dogs.

HIGHWAY Engineer *M. V. Ledford* h taken up electronics as a pastime sin the installation of his T.V. set . . . You liable to see him balanced precariou on a ladder while adjusting the anten or tearing out the insides of his set remove the "zizz."



W. F. Hill worked several years w Maintenance in Cherokee County. H road work dates back to 1917 when was with the old Cherokee County Ro Commission. He continued his highw work when the State took over county roads in 1931. He was a su gang foreman until his retirement 1942. He's 77. His son is H. G. Hill the Maintenance Shed at Peachtree.



R. C. SPEIGHT

Veteran Employee

he Road Oil Supervisor of Division is R. C. Speight. His highway service :s from 1922 when he started with the ımission in the old Second District er the late R. E. Snowden, District ;ineer. Beginning as a truck driver, ight was soon promoted to section :man. Later he moved up to gang :man.

n 1925, he was transferred to the Road Department under J. B. Clingman. In 7, he was promoted from foreman to d Oil Supervisor and directed road work west of Marion.

he following year, he was transferred in. Then he supervised road oil work n Davidson east to Dare and south to nswick. When five highway divisions e set up in 1931, he was assigned to ision A. In 1937, he became Road Oil ervisor of the First Division — a ition he has held ever since.

peight was born January 22, 1902 in eson County. He was educated in the nty schools. January 22, 1927, he was rried to Edna DeLozier of Bryson City. y live in Ahoskie and are members of First Presbyterian Church. He's a con.

The Speights have four daughters: an (Mrs. J. H.) Koonce of Tarboro; een (Mrs. G. M.) Stewart of Battle- o; Peggy (Mrs. C. E.) Perry of Ahos- ; and Edna DeLozier of the home. The ights have four fine grandchildren.

peight is a Past Master of Concord lge No. 58, A.F.&A M., Tarboro; a t Patron of Charles J. Austin Chapter , O.E.S., Tarboro; and a member of Ahoskie Kiwanis Club.

n season, he enjoys hunting and fish- . He's an enthusiastic football fan.

Vacations

by

EARL CRUMP

Vacations are both a necessity and a privilege. They were created to mutually benefit our employer—the State—and us, the employees. After too long on our jobs with no change of interests or scenery, we go stale. Our efficiency and interest goes down. Occasionally, everyone needs a change of scenery, interests and a break in the daily routine.

Vacations have a definite purpose in the working world. They were set up for us to occasionally rest and re-create our energies. Vacations were never intended to be hoarded and saved. I want to discourage any of us from storing up *excessive* vacation time.

Some vacation should be taken by each of us every year. Earned vacation days were meant to be used and enjoyed.

On January 1, 1954, the number of days vacation we were allowed to accumulate was reduced from 45 to 30 days. If you have *less* than 30 days of earned vacation accumulated now, you are in a leave-earning capacity right now. You keep on earning vacation every month until you reach the 30-day maximum vacation limit. When you have 30-days vacation to your credit and do not take anytime off, you stop earning vacation. As long as you have at least a 30-day vacation account, you are not in a leave-earning capacity.

If you have an *even* 30-days vacation to your credit right now, you are not earning any more vacation. You don't start earning vacation again until you start to reduce this 30-day maximum. As soon as you take some vacation, you immediately start earning vacation again the very month you take some time off.

If you started the year off with *more* than 30-days vacation to your credit, you have until January 1, 1955 to use these excess days. In order not to lose these days in excess of 30, you should take them, if it is convenient and your work permits it, before January 1, 1955. You have this whole year to adjust your vacation account and get it down to the 30-day maximum by January 1, 1955.

Suppose you started this year off with *more* than 30-days vacation to your credit, how could you get into a leave-earning capacity this year? First, put 30 days (the maximum) in your *regular* vacation account. Next, put the excess days over the 30-day limit in your extra or *reserve* account. When you do take vacation, charge the days off against your *regular* account. This will reduce your 30-day accumulation and immediately put you in a leave-earning capacity again. In order not to lose the days accumulated in excess of the 30-day maximum (which are in your *reserve* account), you should take them before January 1, 1955. However, you have all of 1954 to use these excess days. After that time, there will be no *reserve* vacation account for any State employee. Then the total of both the *regular* and *reserve* accounts cannot exceed the 30-day maximum.

An employee who works five days a week earns vacation at the rate of 1¼ days per month. He keeps on earning vacation at this rate until he reaches the 30 day maximum. At that time, he ceases to earn vacation. He does not get in a leave-earning capacity until he starts taking some vacation.

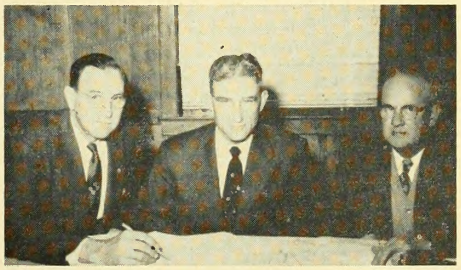
An employee who works six days a week earns vacation at the rate of 1½ days per month. He keeps on earning vacation at this rate until he reaches the 30 day maximum. At that time, he ceases to earn vacation. He doesn't get in a leave-earning capacity until he starts taking some vacation.

The 30-day maximum accumulation of vacation applies not only to *all* employees of the State Highway and Public Works Commission but to *all* State employees.

Job

The most recent figures show that the North Carolina State Highway and Public Works Commission is responsible for the maintenance of 33,219 miles of hard-surfaced roads and 34,971 miles of non-hardsurfaced roads. That means that the Commission is custodian of a road system totalling 68,190 miles which stretches across the face of the State from the mountains to the sea.

Key Men Confer



James S. Burch, Engineer of Statistics and Planning, discusses Raleigh Origin-Destination study with Commissioner Donnie A. Sorrell (in the middle) and Division Engineer Hunter D. Irving (on the right). Picture was made in Durham in the division office, built last summer, which adjoins the district office.

Home On The Range

by

OTIS BANKS

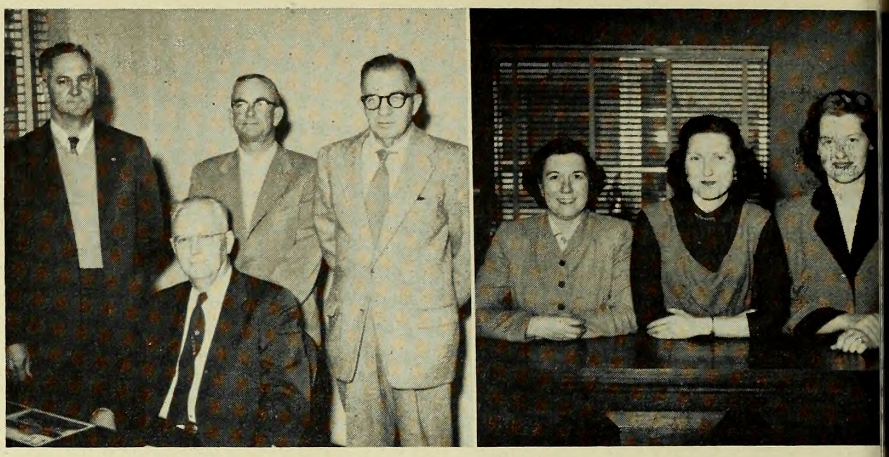
HUNTER'S DELIGHT—1 2½-lb. Pheasant, drawn—roll in red clay *with the feathers on*—cover in *hot* coals and bake until the clay is completely hard and dry—strip the clay from the pheasant, which removes feathers and skin, leaving a tender baked pheasant—serve sliced or split with your choice of sauces and seasonings. This may sound crazy—but just try it sometime on a hunting trip or otherwise.

FRENCH-FRIED CALF LIVER—1 lb. calf liver, sliced ½" thick; 1 egg, beaten; water-ground cornmeal; deep fat. Cut liver in strips about ½" square; dip in egg; roll in water-ground cornmeal; fry in hot, deep fat until golden brown. Serve with tomato catsup—a Gourmet's delight!

"RED HOSS" CORNBREAD—For you boys cooking barbecue for our Association meetings, this recipe will about cover serving from a 25-lb. pig: 3 qts. water-ground cornmeal, sifted; 1 qt. plain flour; 6 eggs; 1 tblsp. baking powder; 3 tblsp. sugar; 1½ tblsp. salt; 1 large onion, chopped. Mix all dry ingredients and onion, well—stir in eggs and add sweet milk until the mixture has a stiff enough consistency to drop from a tablespoon in a solid mass. Have pot of cooking oil or grease ready, about 3" or 4" of oil—mould dough in a tablespoon and then scrape from filled spoon into the hot oil—watch 'em brown and pop over in the hot oil. When nut brown, remove and drain. Also mighty good to serve with fish. Some like to add a little chopped green pepper in the mixture.

BANKS' BARBECUE SAUCE — same serving for about a 25-lb. barbecued pig: 1½ cups butter; 4½ cups hot water; 8 tblsp. vinegar; 1 tsp. salt; 1 tsp. black pepper; 2 med. onions, chopped fine; 2 pods chili pepper; 1 tsp. paprika; 1 tsp. chili powder; 1½ tblsp. sugar; 8 tblsp. prepared mustard; 2 tblsp. worcestershire sauce. Mix ingredients, boil slowly for 5 minutes. Take the grease from the barbecue rib cavities and along with the sauce baste the meat during cooking.

MEAT PIE—1 lb. chopped beef; 1½ tsp. salt; ½ tsp. pepper; 1 chopped green pepper; 2 cups tomato pulp; 2 eggs, slightly beaten; 2 med. onions, chopped. Line casserole dish with pastry—combine all ingredients and pour into casserole—bake in hot oven about 20 minutes, then reduce heat and bake moderately for about 1 hour longer.



The top engineers of the Sixth Division took time out for this picture. Tl Division Engineer L. E. Whitfield, seated, District Two Engineer Sam Wilson, left, standing) District One Engineer E. L. Green, and Assistant Division Engi J. W. Spruill. They're doing a good job of maintaining and constructing road Bladen, Columbus, Cumberland, Harnett, and Robeson counties. When you visit Sixth Division office in Fayetteville, chances are you'll be greeted by one of t young ladies. The attractive secretaries are, from left, Wilhelmina Ellis, C Moran, and Jackie Russ.

New Bridge Opened

A new concrete bridge over the Yadkin River below the High Rock Dam was formally opened to traffic in dedication ceremonies, April 15.

The bridge which spans the Yadkin between Davidson and Rowan counties is located on a county road.

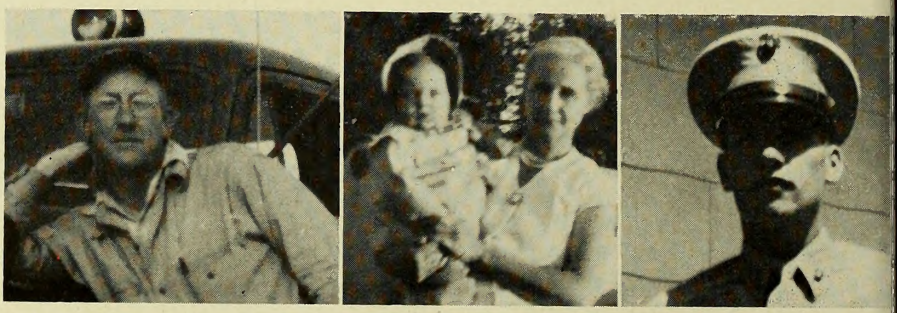
The ceremony was sponsored by the Denton Merchants Association in conjunction with the bridge contractors, John H. Brinkley of Thomasville and W. F. Brinkley and Son of Granite Quarry. Mayor Bob Johnson of Denton presided. Principal speaker was Carl Goerch of Raleigh, publisher of the STATE Magazine.

Among the officials on hand for the event were Ninth Highway Commissioner James A. Gray of Winston-Salem, Chief Engineer Rogers, Assistant Chief Engineer L. W. Payne, and Construc Engineer, W. E. Hawkins. Two members of the Highway Commiss George Coble of Lexington and Poole of Candor, were present. C spoke briefly.

Some 500 residents of the area v present. The Denton High School B played. After the dedication, the cr enjoyed a barbecue supper.

The fine new bridge is 783 feet and 24 feet wide. Work started on bridge in August, 1952. The cont price was $216,286.26.

Everytime Mechanic L. B. Won passes the barber shop, he lifts his to the barber. A passerby noticed asked Womack why he was so po "Polite, my eye", he retorted. "That ra sold me some hair restorer. I'm shov him what a fraud he is."



The W. T. Alcon family is one of many good families who are associated v the Highway Commission. Alcon, on the left, is a gang foreman in Rando County. His pretty wife is shown holding a neighbor's child. On the right is Worth Alcon who has been stationed with the Marines in Korea for the last months. He is the only child of the Alcons.

wo Roadside Parks Soon Will Be Ready

'wo new roadside parks along the te's main highways are nearing ıpletion and should be ready for use n.

)ne is located just off US 421 in 'syth County on the banks of the lkin River. The other is off US 64 70, east of Claremont, in Catawba ınty. Work has just started on a 'd park off US 441, north of Chero-, which should be ready later this ımer.

'he roadside parks have proved popu- with out of state and Tar Heel orists. All travellers who stop at parks are urged to cooperate in ving the areas clean and free of er and refuse.

Last fall, as an experiment, several the Commission's landscape men pped by the park near Lumberton gave self-addressed post cards to tourists who might be there. Here some of their comments:

'Roadside park was wonderful ac- ımodation to the weary traveller. We vel by trailer and have been from st to coast and have found few, if , like this one. I wish more states ıld follow your example. We thank ı." Edna and Harold Brooks of ine and Texas.

'Although we have travelled from ssachusetts to Florida, we say this k is as nice or nicer than most them along the highways. It is y clean and restful". Mr. and s. F. Joseph Doyle of Attleboro, ssachusetts.

'Stopped at your beautiful roadside k today. Everything so neat and ın. My husband slept in peace and et which means so much to one who driving." Mrs. James A. Groscup of timore, Maryland.

'Thank you for the nice wayside k and toilet accommodations." G. oover of Glenham, New York.

'Very nice park and everything venient for a rest stop." Mrs. Louise binson of St. Petersburg, Florida.

'I stopped off and enjoyed your nice dside park as everything was clean l very restful." C. G. Lehrman of entown, Pennsylvania.

'Thank you for wonderful picnic ommodation." Mr. and Mrs. Stein- n, Mr. and Mrs. Simmons and family.

'This is the finest wayside park we have ever encountered from New York to Florida. The drinking water and toilets are especially appreciated." Mr. and Mrs. S. H. Brinckerhoff of Orlando, Florida.

Postcards for comments were also given out to visitors at the park near Vanceboro. Here are just a few expressions of appreciation:

"We parked in our trailer all night at your park above New Bern. This morning I wondered who I could write to say 'thank you'. One of your engineers came along with this card. The park is lovely and the sign eight miles up the road is most helpful." Lynn Bates. .

"I'd like to compliment you on your parks. In particular the one about 20 miles north of New Bern on US 17. I do a lot of traveling, but see few (parks) which are as clean and nice. Thanks." Charles Miles of Chevy Chase, Maryland.

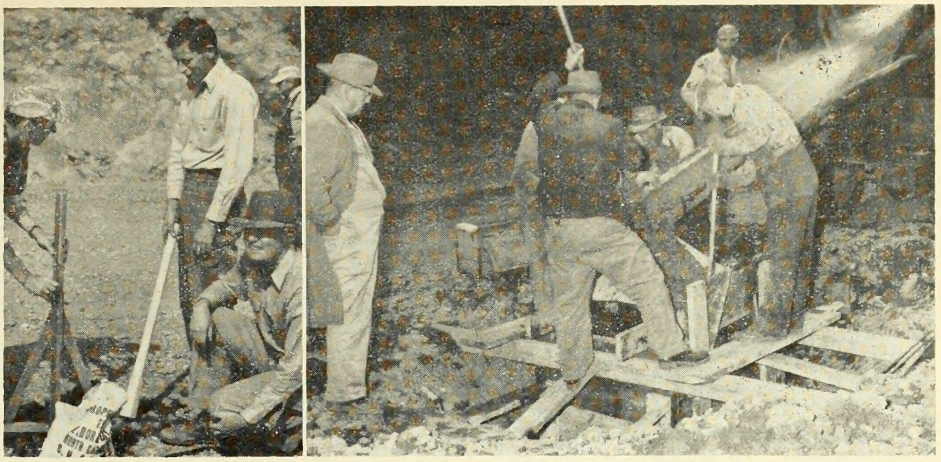
"We stopped at your wayside park and enjoyed it very much. We wish that there were more along the road. We drove miles without seeing a place to stop and rest. It is beautiful here. Thanks a lot." Mr. and Mrs. Fred A. Brown of Rhode Island.

"This is the nicest roadside park I have seen since leaving Ohio. The nicest tables I have seen anywhere". C. B. Lovett of Kingston, Ohio.

"We stayed at your park here and appreciate having the use of a clean park and eating place." C. L. Young of Ontario, Canada.

"I always enjoy stopping at roadside parks, especially in my old home state. I am proud of North Carolina and parks. From Miami, I have only stopped at two that were better or cleaner than this one." A. H. Dortmundt of Virginia.

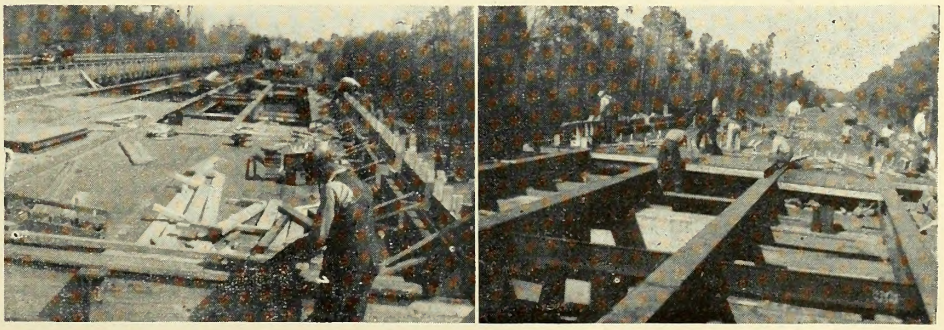
In addition to the roadside parks scattered acoss the State along the main highways, the Commission has over 400 roadside picnic tables at convenient turn-outs.



From left, J. B. Monteith, Bill Bowman, and Russell Thompson were making test depths on the coarse aggregate base course on the new road from Old Fort to Ridgecrest.

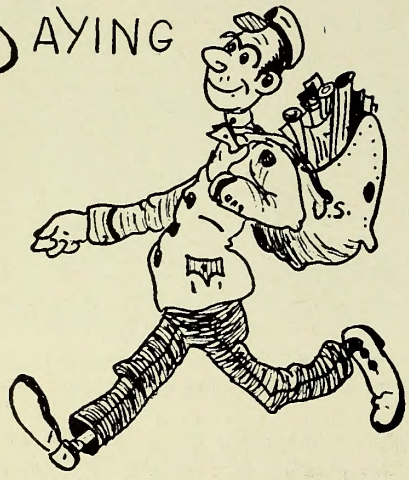
At right on the same paving job, Highway Inspector O. L. Wilson of the Marion Construction Department watches the pouring of concrete drop inlets.

The surfacing should be complete and ready for traffic by June 30.



Both scenes show work in building forms to pour concrete floor and handrails on new bridges. Picture at left was made on US 701 where it crosses the Cape Fear River at Elizabethtown. Right picture was made of the overflow bridge over the South River. R. L. Wicker is resident engineer on both bridges.

WHAT THEY'RE SAYING

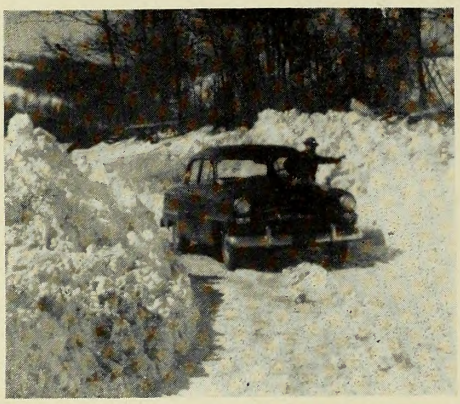


COMMENTING on the employment of an out of state engineering firm to make a survey of North Carolina's road systems, Raleigh's NEWS AND OBSERVER said: "It is important the administration come forward with a program when the General Assembly meets, not later in the session. The recommendations will be followed by methods of financing the program, usually a controversial matter.

"The people of North Carolina are ready to go forward in a program for primary highways similar to the one adopted for secondary roads in 1949 and already put into effect. But the people will want time to debate and examine the details of the program before being called upon to pass judgment upon it. They are entitled to have the program submitted in its final form early in January."

In its comment, the Kinston FREE PRESS said, "The road needs will not be made adequate in North Carolina or the Nation until all the vast revenues from fuel and vehicular taxes are channeled into a system of building and maintaining the primary and secondary roads, the people need."

The GREENSBORO NEWS believes, "The Commission's main problem, of course, is not surveys but money. More than enough work is around to be done, it can be found in every section of the state; the problem is how to allocate the sparse funds available and where to find more money. The Commission hopes that the forthcoming study will dramatize North Carolina's highway needs. But even if it fails to bring in more cash (through new bond issues or otherwise), it should give highway engineers a valuable picture of the state's highway deficiencies and a priority schedule for the future."



Picture was made March 10, on Beech Mountain Road in Watauga County. The road had just been cleared of snow by highway maintenance forces.

The *Winston-Salem Journal* said, "A careful, impartial study of all aspects of the highway revenue, construction and financial problems as related to the increasing needs of the primary system should throw much light on the over situation and help acquaint both State highway officials and the gene public with the steps which must be tal if we are to reach a substantially adequ solution for those problems."

The *Wilmington Star* commented, "' *Star* likes the manner in which Gover William B. Umstead and Highway Ch man A. H. Graham are approaching tremendously big job of planning modernization of North Carolina's prim road system."

Later, "But what we like about approach to this problem is that apparently is free of politics. Inste there is almost universal desire for thorough examination and study as sible. As long as that spirit prevails, stronger will be the assurance that No Carolina will get its money's worth on investment it must make if its prim roads are to be raised to former standa and be comparable with those of ot progressive states."

The *Lenoir News-Topic* recently s "We join the *Watauga Democrat* other newspapers in tourist regions North Carolina in commending the St Highway Commission's recent effort eliminate sign boards from the rights way, which is State-owned property, the establishment of a penalty for th who allow the signs to be so pla ed.

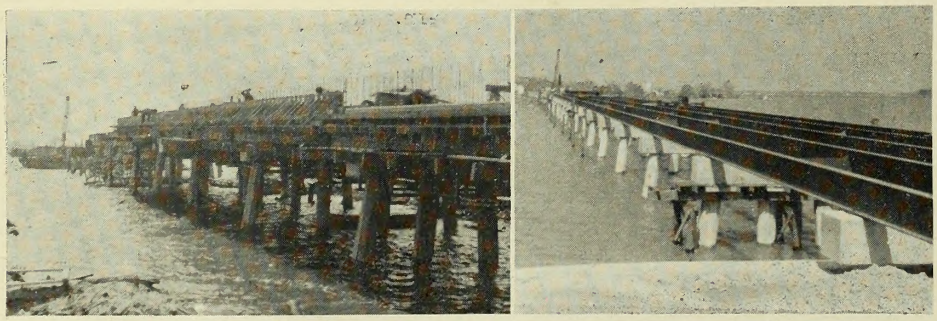
"The Commission has also announ plans to chase buildings, and other truders from the State-owned prope Some adjacent property owners beau and enhance the appearance of the Sta right-of-way while others clutter it up cause obstruction of view of motorists.

And, "There is no doubt that the bea of the countryside can be greatly enhan by eliminating all signs from the prope of private owners which damage valua trees when the trees near the highw are used for sign posts and the signs nailed to the first tree that the sign ow reaches."

In speaking of the roadside p program, the Wilmington NEWS s "The park near Carolina Beach has with approval by local residents visitors. It is in use every day of year."

And later, ". . . the roadside pa offer a good deal more than just a s to eat a sandwich before continu along the highway. They provide ne ed family recreation facilities for picn and outings."

Regarding the new roadside park n ing completion east of Claremont, *Hickory Record* said, "The *Record*



Two recent pictures show progress of work on the new Trent River bridge at New Bern. Left picture shows pilings, bents, and forms for the concrete superstructure. On right, the pilings and concrete caps of the substructure have been finished. The steel beams are in place and ready for the superstructure. J. B. Cutchin is resident engineer on the work which is about 25 per cent complete. The new bridge will be 1,763 feet long and cost about $844,196.

;cenes From Work On US 70 Between Durham And Raleigh



Pictures by Pete Bourke

wo top pictures were made at the State-owned Crabtree ek Quarry where stone was crushed and stockpiled for on the rough grading, fine grading and subgrade rein- ing of the second lane of US 70 between Durham and eigh. Middle pictures show a close-up of the quarry wall a stone retaining wall being built on the outskirts of Raleigh. Bottom pictures show a motor grader smoothing the subgrade and the material being placed in four-inch compacted layers. In April, workmen started pouring concrete for a two and one-half mile stretch of new paving from the Durham end of the job up to the intersection of US 70 and US 70-A.

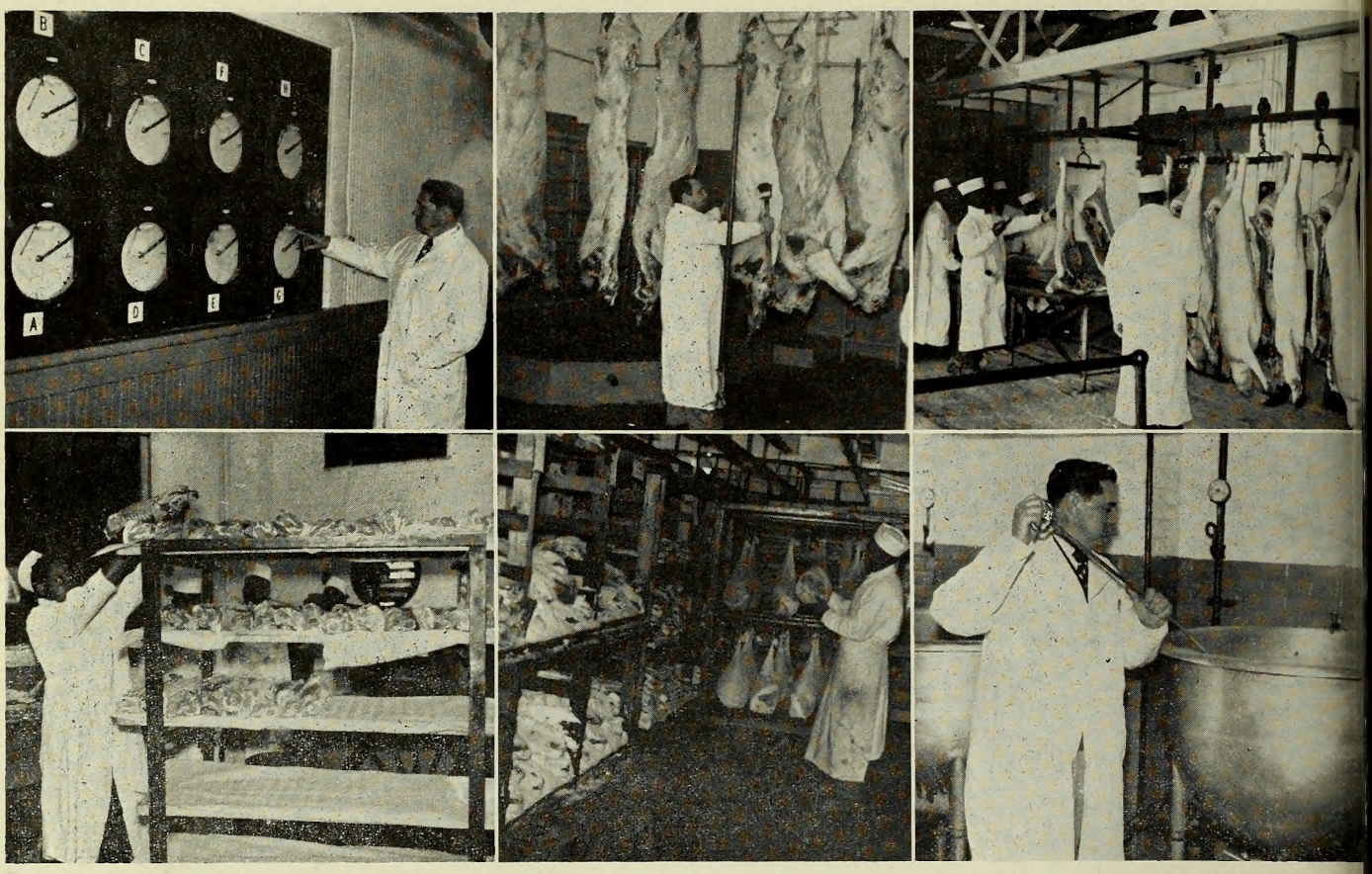
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urged the location of one of these lside parks in Catawba County, but that it is a reality we realize our ple are obligated to see that it is a it and not a disgrace."

nd, ". . . We join with him (Chairman ham) in the hope that all who stop rest or picnic at the attractive spot ch has been chosen for the Claremont roadside facility will leave the place as inviting and beautiful as they found it."

In conclusion, "Frank H. Brant, Landscape Engineer for the Highway Commission, is in charge of carrying out the program, and he deserves the encouragement of appreciative Tar Heels."

The *Greensboro Daily News* said, "North Carolina was a long time seeing the wisdom of making her highway system useful, convenient and beautiful. With tourism one of the big four industries, money used for readside development is money well spent. More power to Frank H. Brant, landscape engineer for the commission, and his cohorts. More roadside parks and beautification are what North Carolina needs."



Pictures by Bill Mingis

Meat Processed at Cold Storage Plant

A modern, sanitary cold storage plant at Central Prison is used to process all the meat and meat byproducts produced on State prison farms. Fish and poultry products are processed there too.

First, the hogs and beef cattle are brought in from the farms to the abattoir at Camp Polk. Foreman Norman C. Eason supervises the weighing and then the slaughtering of the animals. From there, the chilled meat is taken to the cold storage plant.

There the meat is carefully cut into standard cuts, wrapped, boxed and placed into quick freeze at subzero temperatures. Eight thermometers record the hourly temperatures for the eight cold storage rooms.

John E. Montague directs the work of 26 prisoners who are trained in all phases of meat cutting and processing. The men are taught a useful trade which can be used after release fr prison. Several have subsequently been employed by m packing companies.

Two men from the N. C. Department of Agriculture, Ra Kelly and T. E. Green, assist at the cold storage plant. Ke directs the grading of eggs and poultry products while Gr supervises the grading of meat.

Every two weeks, big refrigerated tractor-trailers are loa up with beef, pork, fish, chicken, eggs, cheese, and ol margarine from the cold storage plant. The truck drivers v every prison camp in the State and leave a two weeks sup of meats.

Last year 4,160 hogs and 780 head of beef cattle w processed at the cold storage plant. The prison populat consumed a total of 2, 714,693 pounds of meat and products well as 341,910 dozen eggs.

Form 3547 Requested

ROADWAYS

State Highway Commission

Raleigh, N. C.

Sec. 34.66, P.L. & R

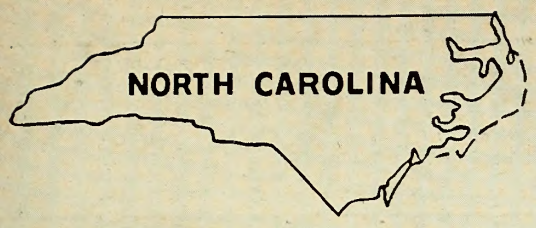
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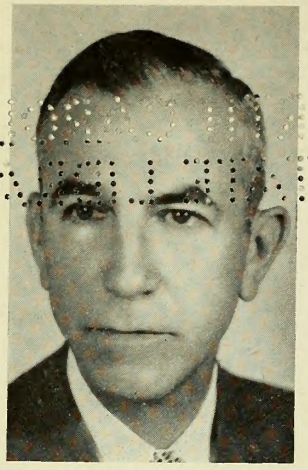


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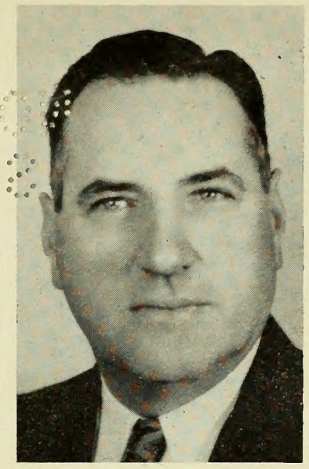
ROADWAYS

A MAGAZINE FOR EMPLOYEES
OF THE STATE HIGHWAY COMMISSION

JULY - AUGUST, 1954



W. M. CORKILL



J. T. KNIGHT

Key Men in Thirteenth

The two top engineers in the Thirteenth Highway Division recently passed 30 year work anniversaries with the Highway Commission. Together they are directly responsible for all the work, both new construction and maintenance, on the State's highways and roads in Buncombe, Burke, Madison, McDowell, Mitchell, Rutherford, and Yancey counties. That's a big order for the Thirteenth contains some of the ruggedest mountain terrain in North Carolina. But veteran highway engineers Corkill and Knight, as division engineer and assistant division engineer respectively, are just the men to do it.

Corkill started with the Commission as a rodman, June 1, 1923, right after he graduated with a B.S. degree in civil engineering from N. C. State College. He was soon promoted to instrumentman. Three years later, he was upped to junior resident engineer. Then in 1929, he was transferred to Taylorsville as senior resident engineer. He was subsequently promoted to construction engineer in 1938 and assistant division engineer in 1942. In 1950, he was made division engineer of the old Tenth. Coming up the engineering ladder, he worked out of Albemarle, Mt. Holly, Wadesboro, Salisbury, and Winston-Salem.

Corkill is a member of the N. C. Society of Engineers and the Engineers Club of Western North Carolina. He is a recipient of an AASHO award for 25 years of meritorious service. He was born November 3, 1901, in Chester, S. C., and studied in the Chester Public Schools and the Citadel before going to N. C. State.

His wife is the former Ina Lamar of Beech Island, S. C. They are members of the Baptist Church and live at 17 Farrwood Avenue in Asheville.

Assistant division engineer Knight began his highway service as a chainman back in 1921, on construction at Murphy. Two years later, he was promoted to instrumentman on construction. In 1929, he was made a resident engineer. From 1931 to 1933 he was district engineer at Andrews. Then in 1933, he was again a resident engineer on construction. In 1941, he was made district engineer in Asheville and continued in this work until his promotion to assistant division engineer of the old Tenth in 1950.

May 24, 1927, he was married to Juliet Cheak Knight of Big Stone Gap, Va. She died March 26, 1939. He is rightfully proud of his daughter, Judy Lee Knight, who just graduated from Greensboro College.

Knight is a member of the Engineers Club of Western North Carolina, the N. C. Society of Engineers, and the Haywood Street Methodist Church of Asheville.

THIS MONTH'S COVER

Surface treatment operations were completed in June on the relocati of US 70 from Ridgecrest to Old Fort. The big four-laned road is n open to traffic.

The new location which roughly parallels the old road cuts the distar from Old Fort into Ridgecrest by two miles. The old winding US up the mountain will be maintained for local traffic.

Timely Reminder

The recent presentation of the ninth McCrary Award bri s to mind the thoughts of the late D. B. McCrary when the f st award was made. Quoting directly from the presentation t k made by Mr. McCrary in 1946, his son, J. Frank McCrary, s d, "More and more the public has come to realize the high deg e of intelligence and integrity that somehow has been mi d with the concrete, the steel, the asphalt, and other mate l substances that bind our state together in an integrated hi way system. Engineers, often unknown by name, have beco e among our people a synonym for fidelity and have infused t s organization with the essence of their own high character."

NORTH CAROLINA ROADWAYS

A Magazine for employees of the North Carolina State Highway and Public Works Commission

Published Bi-Monthly By
THE HIGHWAY INFORMATION DEPARTMENT a
Raleigh, N. C.

Volume V JULY-AUGUST, 1954 Number

A. H. GRAHAM, CHAIRMAN

STATE HIGHWAY COMMISSION

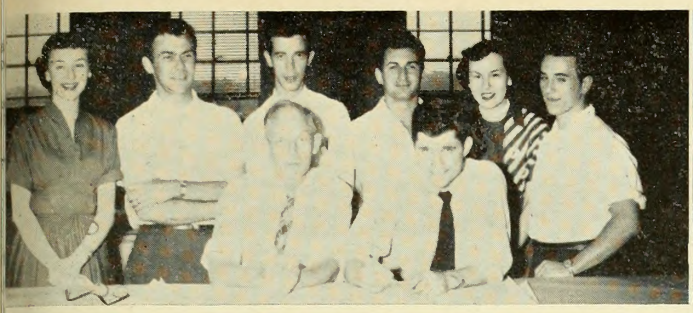
J. Emmett Winslow, Hertford
H. Maynard Hicks, Snow Hill
C. Heide Trask, Wilmington
M. E. Robinson, Goldsboro
Donnie A. Sorrell, Durham
C. A. Hasty, Maxton
J. Van Lindley, Greensboro
Forrest Lockey, Aberdeen
James A. Gray, Jr., Winston-Salem
James A. Hardison, Wadesboro
W. Ralph Winkler, Boone
June F. Scarborough, Statesville
J. Fleming Snipes, Marion
Harry E. Buchanan, Hendersonville

W. H. Rogers, Jr., *State Highway Engineer*
R. B. Peters, *General Counsel*

Division Correspondents

Shirley Callis, Ahoskie
Jasper L. Phillips, Greenville
Irene L. Worley, Wilmington
Wade Pridgen, Wilson
J. W. Jenkins, Durham
Clara Moran, Fayetteville
P. L. Welch, Greensboro
Edward C. Darden, Asheboro
R. B. Fitzgerald, Winston-Salem
Charles R. Smith, Albemarle
Cora Lee McLean, N. Wilkesboro
Jean Cline, Shelby
Dan Turner, Asheville
C. J. Beck, Sylva

Margaret Burk, *Editor*





Four of the five squads in the Roadway drafting room ıe up. On the left, seated are T. G. Moody and W. A. ilson, Jr., both squad leaders. Standing from left, Jean ill, Lester Brown, Robert M. Rupert, George Sakas, Peggy nith Bryan, and Bob Wood.

In the right picture, Martha Enscore and Sam Hall are seated. Standing, from left, George E. Smith, Jr., W. H. Barker, A. E. Butler, Jr., Fred L. Barnes, Joe Taylor, James H. Evans, W. H. Barkley, and Don Freeman. Sam Hall and Don Freeman are squad leaders in the drafting room.

The Commission has three lady draftsmen: Jean Hill, Peggy Smith Bryan and Martha Enscore.

Roadway Designs Integrity Into State's Highway Program

The Roadway Department on the fifth or of the highway building in Raleigh a beehive of activity. It is here in a ge, well-lighted, air-conditioned draftg room and offices that the Commisn's draftsmen and designers turn out roadway plans, estimates, proposals, ntracts, monthly estimates, and final timates of road work.

The men, and women, of roadway work ietly, absorbed in plotting and planning e best possible roads for the State.

It's not easy either. It's more than awing lines on paper. It's figuring out e best alignment to fit the State's high ometric standards. It's estimating the ıount of excavation and the degree of rvature. It's allowing for the slope of e cuts and fills. It's preparing the oposals and allowing for the special ovisions.

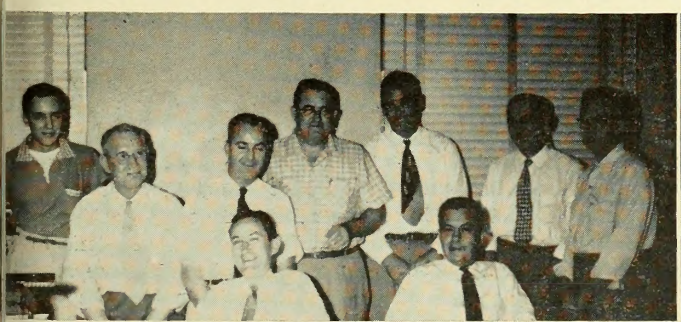
The present drafting room and offices e a big improvement over the overcrowded, hot, dirty room in the old highway building. The old room, well-remembered by most of the highway employees, was used as headquarters for road plans for over 30 years.

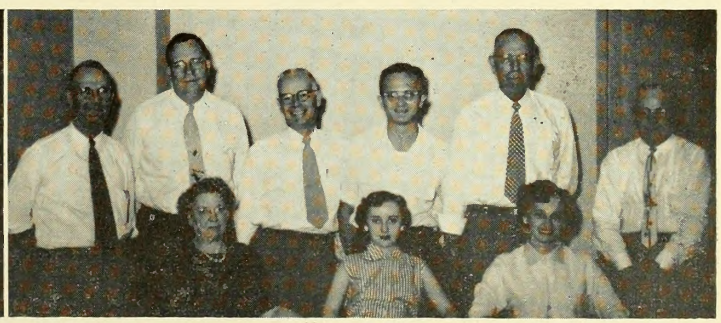
What's the course of a road improvement from dream to drawing board to construction?

First, men from the location department and the bridge location department take extensive notes in the field on the alignment of a proposed route. They note carefully the topography. They record level notes, cross section notes, and drainage survey notes. Next, they make a detail map showing the approved lines. The notebooks and map are then turned over to the roadway department.

Next the class of the road and the typical section must be checked upon by the chief engineer, division engineer and bituminous engineer. Roadway Design Engineer Tom Park says the highest type highway the Commission builds is Class 1-A, a four-lane highway with two 24-foot wide pavements. This type of road is designed to carry 3,000 or more vehicles per day. In flat country, a Class 1-A highway will not exceed the maximum curve of four degrees. The grade will range from three to six per cent. If possible, the road designers try not to exceed the six per cent grade. This means the road never rises more than six feet in every 100. Minimum stopping sight distance on a Class 1-A primary highway is about 800 feet. The ideal width of road shoulder is ten feet in flat country. However, the shoulder often narrows to six feet in the mountains. The ideal highway has at least a 30-foot wide median strip, (usually a grass plot) which separates the two pavements. The divided highway has proved one of the safest designed so far. The 30-foot grass strip cuts down the

(Continued on page 2)

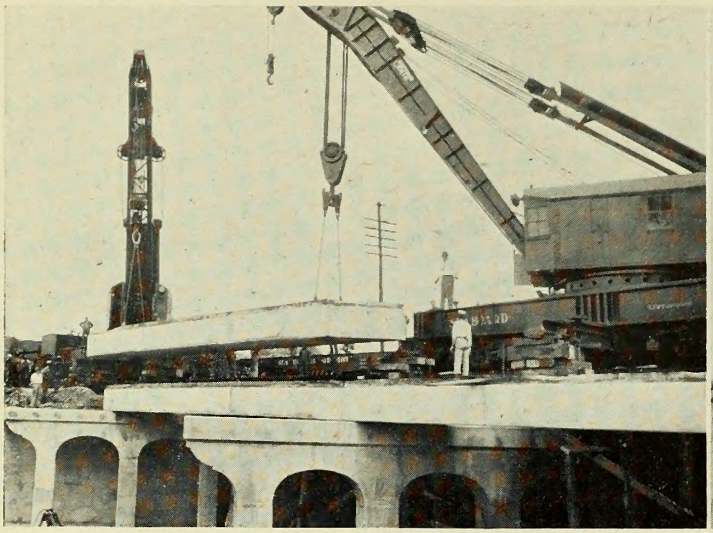




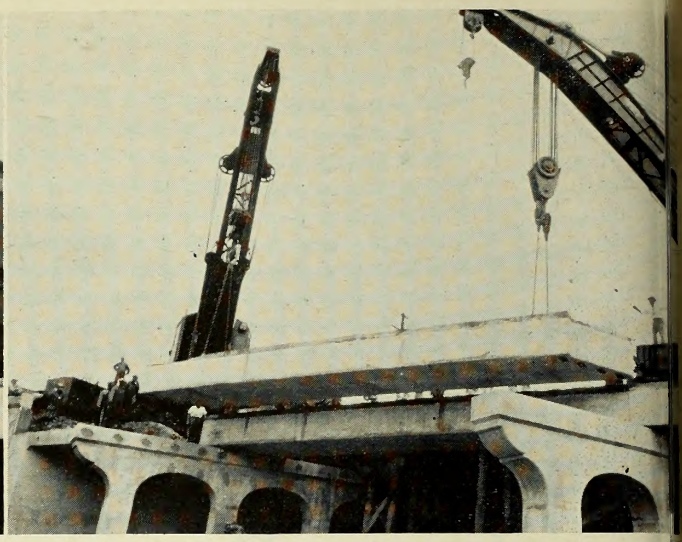
The folks in the Roadway Department draw up all roadıy plans, estimates, proposals, contracts, monthly estimates d final estimates of road work.

In the left picture, Dan Allen and R. W. McGowan are ated. Standing, from left, Carl Stephens, Squad leader Dick Turner, J. D. Duncan, W. T. Daughtry, Rufus O'Daniel, Waldo Jones, and W. G. Shull.

At right, seated Mrs. Lillian Sorrell, Lydia Alexander, and Dollie Smith. Standing, from left, John Morson, Tom Park, A. L. Midgette, Jimmy Coiner, M. B. McEwen, and Bill Fulghum.



Two large derricks of the Seaboard Airline Railroad recently lowered mammoth concrete spans into place on a railroad structure which is part of the Dawson Street project in Raleigh. The 92-ton concrete spans were precast near the State Fairgrounds. They were put on flatcars and brought to the construction site in town.



This was one of the most spectacular engineering ope
tions in the South and was watched with awe by engin
and "sidewalk contractor" alike.

When complete, the Dawson St. project will funnel re
dential traffic in and out of downtown Raleigh. A recent tr
fic survey showed Raleigh's problem to be an internal o

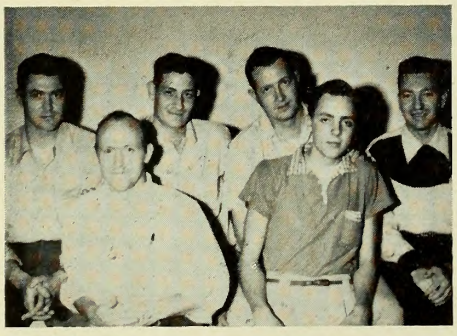
ROADWAY

(Continued from page 1)

glare of headlights in night-driving. North-bound cars are not blinded by lights from south-bound cars. The ideal width of right of way is 250 feet which allows room for service or access roads. A Class 1-A highway is expensive and not required on all primary routes. Such a highway is designed where high traffic count and existing congestion require it.

Several examples of Class 1-A highways are NC 71 from Monroe to Charlotte, US 70 between Raleigh and Durham (the second lane is now being paved), and the work of dual-laning US 301 south of Fayetteville.

A Class 1-B highway has three lanes undivided and carries over 3,000 vehicles per day. The third or middle lane is for passing only. Three-laned US 1 between Raleigh and Cary is a Class 1-B highway. Park explained that a third lane is rarely designed and built beside an existing two-lane highway today. A third lane is built only when it is impossible or too expensive to get additional right of way.



All blue printing, micro filming and photostats of plans are done by these men of the Reproduction room. First row, from left, Claude Sngg and Carl Stephens. Second row, from left, Charles Lassiter, Raymond Jones, Paul Pearson, and Earl Williams.

A Class 1-C highway is a two-lane undivided highway which carries between 1,000 and 3,000 vehicles per day. NC 49 between Misenheimer and Charlotte is a Class 2 highway. Another is between Raleigh and Bayleaf. A Class 2 highway is a good high type county road. Class 3-4-5 highways are usually designed for secondary roads or local roads which carry small amounts of traffic.

Class of Highway

After the class of highway is agreed upon, the note books and all available information are then returned to the chief draftsman. He in turn assigns one squad to the work. In roadway, the designers, draftsmen and engineers are divided into squads ranging in size from three to six to a squad. There are five squads. The leaders are Tom Moody, Dick Turner, Don Freeman, Sam Hall and Bill Wilson. Each directs the work of his squad. All the squads are under the guidance of Chief Draftsman Dan Allen, Assistant Chief Draftsman R. W. McGowan, and Roadway design engineer Tom Park. However, the squad leader bears the responsibility for the completed set of plans and an estimate of the quantities.

Park says today's improved road machinery has made possible many improvements in roadbuilding. In the early days, grading was very expensive. Then, too, the mule-drawn scoops could ca
such a small amount of road materi
As a result, roads were designed
follow closely the line of natural terra
Heavy excavation which was practica
impossible was avoided. So the roa
were built to run up and down over h
and dale. At the time, the roads we
adequate for the small, light, slow-movi
cars. Today's volume of heavy, high-spe
vehicles have changed all that.

Old Fort to Ridgecrest

An adequate road for its time was
US 70 which winds tortuously from C
Fort up the mountains to Ridgecre
Although the road was built around t
mountains instead of cutting direc
through the ridges, it was considered
engineering feat. The present relocati
of US 70 (the paving is nearing comp
tion) is an engineering feat too, but
a different way. The excavation of mo
than three million cubic yards of ear
was made possible by modern road m
chinery. No equipment of the early da
could have cut through the mountai
The powerful machines of today can
heavy grading and excavation with ea
on jobs once considered impossible.

In the eastern part of the State, t
roads must be designed high above t
high water line. If not so designed, th
wash out. It's often a problem to g
borrow material to build up the road.

The significant improvements in ro
design are the super-elevation and spira
ling of curves. Both features mean th
the motorist goes in gradually to
banked curve and comes out gradual
from the curve.

(Continued on page 18)



Little Carol McCrary, youngest granddaughter of the late D. B. McCrary, had st presented the 1953 McCrary Award to P. D. Miller. Her father, J. Frank Mc-ary, congratulates Miller. That's Mrs. Miller in the middle. Members of the ward committee, from left, are T. C. Hartman, Chairman Graham, Chief Engineer gers, Luther Dillard, Virginia Hassinger and Sam Smith.

Miller Presented Award

After the June meeting of the Commis-ners, Chairman Graham presided over e presentation of the 1953 D. B. Mc-ary Award to Paul Davis Miller, Dis-ct Engineer at Statesville. The cere-ny was held at noon in the auditorium the highway building in Raleigh.

Grhaham told the assembled group of nmissioners and highway employees at "the Commission stops once each ar, and thinks back over the past record the Commission and of the Chairmen o have presided over this body since 21. At this time we think very lovingly the Chairman of the Commission who ought to the Commission such an in-est and firm desire to serve the Com-ssion, State, and employees. At the mination of his (McCrary's) services 1945, he had so endeared himself to e employees that they thought of a n to keep the memory of this Chair-n constantly before them for a ten-ar period by setting up the 'D. B. Crary Award.'" He reminded the oup that in 1946 McCrary had been esent and made the presentation him-f, but that since he had passed on, it s a privilege to have his son, J. Frank Crary, present the award.

McCrary said that his father cherished years he was privileged to serve on Commission greatly, not only because the many friends he made but also ause of the opportunity to know better se who worked from top to bottom. cited his father's habit of stopping at son camps, along the roadside, in division offices, etc., and talking with the personnel. He read several paragraphs from his father's talk at the first presentation. He then called on his youngest daughter, Carol, to present the framed certificate of award to Miller.

In commenting on Miller's selection, June F. Scarborough of Statesville and Commissioner of the Twelfth State Highway Division where Miller is stationed, said, "Miller is a loyal and faithful employee. He is one of our most efficient engineers and is outstanding in his ability to organize and follow through on construction and maintenance projects."

Twelfth Division Engineer E. L. Kemper of Shelby commented, "I'm glad Miller's name was entered for the McCrary Award as he (Miller) has been with the division for a long time and is very deserving. I consider him one of our outstanding district engineers."

Miller was named for his invention of a special scoop used in cutting a trench for widening highways. When the scoop is attached to the payloader, it is easy to cut a uniform trench to the exact width and depth desired. At the same time, the excavation can be quickly loaded in trucks. Much time and hand labor are saved. The trench can be filled immediately after excavation. This eliminates an open trench over night and provides greater safety for the motorist.

Miller also improved the highway equipment used in snow removal operations. It is a wing-type snow drag which covers about one-half the highway at one time. The other half of the highway is left open to traffic. This improvement is not only more efficient than other snow removal equipment, but it is also much safer for the motorist.

Miller, now 54, started as a rodman in 1922 with the Highway Commission at Weldon. He was transferred to Albemarle as an instrumentman in 1932 and worked on a bridge project across the Pee Dee River. He was subsequently promoted to resident engineer and transferred to Shelby. In 1937, he was made a maintenance supervisor. In 1941, he was promoted to his present position as district engineer in charge of road maintenance and construction in Alexander, Catawba, and Iredell counties.

Son of John N. and Nancy Dry Miller, he was born February 1, 1900, in New London, and educated in the public schools of Stanly County. He was married to Nellie Moore of Chase City, Virginia, May 7, 1927. They live in Statesville and are members of the First Baptist Church. The Millers have two sons; the oldest, Paul D. Miller, Jr., is an engineering gradnate with a masters degree from State College. The youngest, John Aubrey Miller, is a Statesville high school student.

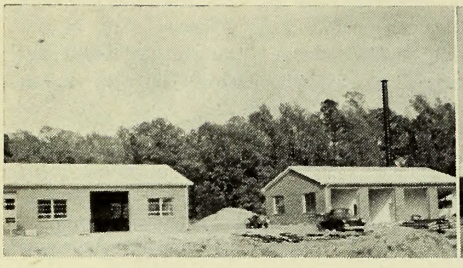
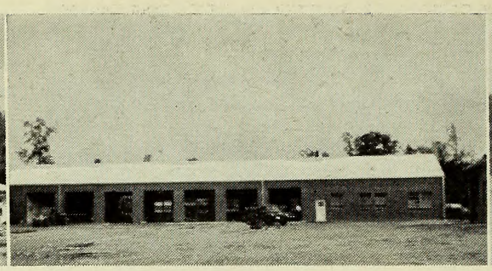
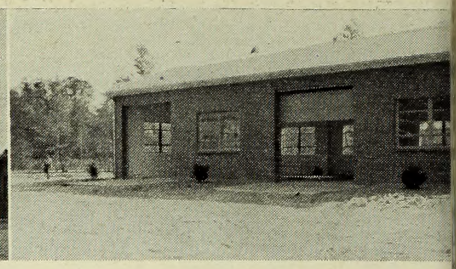
Past winners of the award are:

1945—J. W. Upton
1946—Cecil L. Stearns
1947—The late O. F. Yount
1948—Owen K. Stephens
1949—E. L. Setzer
1950—Redman S. Lowe
1951—George A. McKinley
1952—W. Lloyd Cutting

SASHO To Meet In Tennessee

The Southeastern Association of State Highway Officials will hold their Fourteenth annual meeting in Nashville, Tennessee, September 28-30. Convention headquarters will be in the Andrew Jackson Hotel. Chief Engineer W. H. Rogers, Jr., is president of S.A.S.H.O.; Commissioner of Highways W. M. Leech of Tennessee is vice-president; and Chief Equipment Engineer B. W. Davis is secretary-treasurer.

Highway officials from Alabama, Arkansas, Florida, Georgia, Kentucky, Louisiana, Mississippi, South Carolina, Virginia, and West Virginia along with Tennessee and North Carolina are members of S.A.S.H.O. Last year's annual convention was held in Asheville.

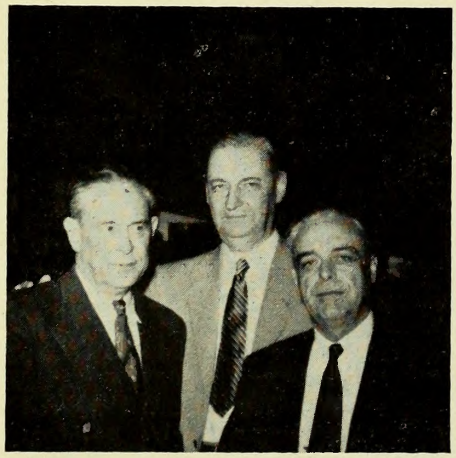




New Division Highway Shops at Hertford Dedicated

Commissioner Emmett Winslow was master of ceremonies when about 2,000 people gathered May 21 for the dedication of the new First Highway Division Shops near Hertford. First he recognized First Division Engineer W. N. Spruill, District Engineers George K. Mack, T. C. Liverman and J. J. Gilbert, State Landscape Engineer Frank Brant, State Highway Purchasing Agent J. M. Potter, State Equipment Engineer B. W. Davis, State Director of Purchase and Contract Dave Holton and Prison Director W. F. Bailey.

Winslow called on the mayors and county commissioners of the 14 counties in the First Highway Division—Camden, Currituck, Dare, Gates, Pasquotank, Perquimans, Bertie, Hertford, Northampton, Chowan, Hyde, Martin, Tyrell and Washington—to stand and be recognized. He then acknowledged the highway employees in bridge maintenance, construction, and maintenance who were seated in the audience.

He then called on Highway Chairman A. H. Graham who said the new centrally located shops should render better service. He was glad, he said, to see the shops brought to the heart of the Albemarle. The new Hertford shops marked the completion of a program of material construction as new division shops were recently finished in Wilmington and Sylva. "We will continue to build roads which help in the development and growth of our State. Although many of our secondary roads are in good condition, our primary system is not adequate for the volume of traffic. We need to bring back the title of 'Good Roads State' which is the object of the present administration. The engineering survey now being conducted should give North Carolina a definite course and put us in the forefront of other states."



The three principals of the Hertford Shops dedication, May 21, are Wade Marr of Elizabeth City, Chairman Graham, and First Highway Division Commissioner Emmett Winslow. About 2,000 people from the 14 eastern Carolina counties in the First gathered at the shops for the dedication.

Render Service

In conclusion, he said, "You highway employees not only render efficient service but help the people of the State. Always be proud you're highway employees. Work hard so that everyone will receive first class service at the hands of the Highway Commission. It is a public service to satisfy your fellow citizens and make this country a better place in which to live."

Since the Governor attended the funeral services in Raleigh of Forrest Shuford, Commissioner of Labor, Commissioner Winslow asked Wade Marr of Elizabeth City to speak. "This gathering gives meaning to citizenship, especially in our renewed dedication of ourselves," Marr said. He urged his listeners "to keep faith in what has made North Carolina great." He said that such gatherings as for the dedication of the shops created an atmosphere of good will and aided each in finding new zeal and loyalty.

Barbecue and Fish Served

Immediately after the program, a delicious barbecue and fried fish supper was held.

The new highway shops are located about two miles east of Hertford on US 17 and cost about $100,000.00. Their central location in the First Division shou make for more efficient maintenance heavy highway equipment which is us to repair and maintain all the sta highways and roads in Bertie, Camde Chowan, Currituck, Dare, Gates, Hertfor Hyde, Martin, Northampton, Pasquotan Perquimans, Tyrrell, and Washingt counties.

Cutting Builds Shops

Bridge Maintenance Foreman Lloy Cutting supervised skilled prison labor i building the shops of concrete block wit brick finish. The floors were paved wit concrete and each shop has a steel ro which is insulated. The main shop whic is 200x60 feet houses the main repa shop, the stock room and the machir shop. There are three smaller shops, eac 40x60 feet. The boiler room and a electrical welding shop are in one buil ing. Another shop will be used as a war house to store heavy parts and equipmen Back of the shops is a 10,000 gallon wat tank with pump which will provide wat for fire protection and for washing equi ment.

W. J. Davis, Division Equipment Supe intendent, supervises the repair and mai tenance of all highway equipment in th First Division.

Engineer Dies

The Landscape Department was sad-dened by the death of one of their key engineers. Assistant landscape engineer John Bradshaw Verner died June 2, at his home in Brevard. He had been in declining health for a year.

Before his illness, Verner had supervised the landscape work of the Commission in the western part of the State. He came with the Commission in 1946.

He is survived by his wife, the former Sherril Bromfield, and daughter, Marian.

Commission Will Be Backbone In State Civil Defense Plan

Gen. Edward Griffin, State Civil Defense rector, enlisted the help of the State ghway Commission to form a state-de civil defense organization capable handling problems which might result m enemy attacks.

He said his plan was a cheap and actical solution to an urgent need. eap because it is built around organiza-ns which already exist and practical ause it puts into use ideas which were ved under actual war conditions in ndon during the blitz.

The framework of the statewide organi-ion will be supplied by the Highway mmission. Each of the 14 division high-y engineers will become commanders mobile support regiments. Each will be pared to coordinate all emergency rations within its division.

Chairman Graham assured Griffin to pect the Commission's full support. iffin met the afternoon of June 10 with Highway Commissioners and division gineers. He explained the plan had n worked out along military lines to vide units able to go immediately to uble areas.

Communications

"In the case of disaster, no community capable of looking after itself. Some up must go in. That would be the job the mobile regiments," he said.

Each of the 14 regiments will have a mmunications company, a headquarters d service company, a public works ttalion, and a medical and welfare talion.

The communication company will be de up of amateur radio operators, ssengers, and radio station personnel each division area. The headquarters d service company will handle staff and vice chores. Cooks, stewards and simi-personnel from prison camps will be ponsible for emergency feeding opera-ns, labor and motor pool services.

The public works battalion will be head-by a district highway engineer picked the regimental commander and will ve an engineer company, a rescue com-ny, a fire company and police company.

The engineer company will be made up highway workers and engineers ganized into five platoons—a special rk platoon, a heavy operations platoon, ight operations platoon, a bridge and ds platoon, and a service and supply toon. Equipment and machinery used their operations would be the same v used for highway work.

The rescue company will be formed m highway personnel, supplemented by saving and rescue squads formed from unteers in the division areas.

The fire company will be built around forest fire personnel. The company commander will be appointed by the State Department of Conservation and Development, and the company's strength will be bolstered by enlisting volunteer firemen in the division.

The police company will be built around State Highway Patrol personnel and volunteer auxiliary police in the highway division. The company commander will be appointed by the State Highway Patrol commander.

The medical and welfare battalion will be headed by a medical doctor to be selected on a volunteer basis by the N. C. Medical Society and will have four companies — a medical company, a public health company, an emergency welfare company and an ambulance company.

Medical Company

The medical company will be commanded by a doctor appointed by the State Medical Society. Its personnel will be made up of doctors and specialists, nurses, nurses' aides, orderlies, and other medical workers.

The public health company commander will be appointed by the State Health Company and the personnel of the company will come from the ranks of local public health departments in each of the counties in the highway division.

Commanders

The emergency welfare company commander will be appointed by the State Department of Public Welfare and the staff and personnel will come from the various county welfare departments and ranks of volunteers.

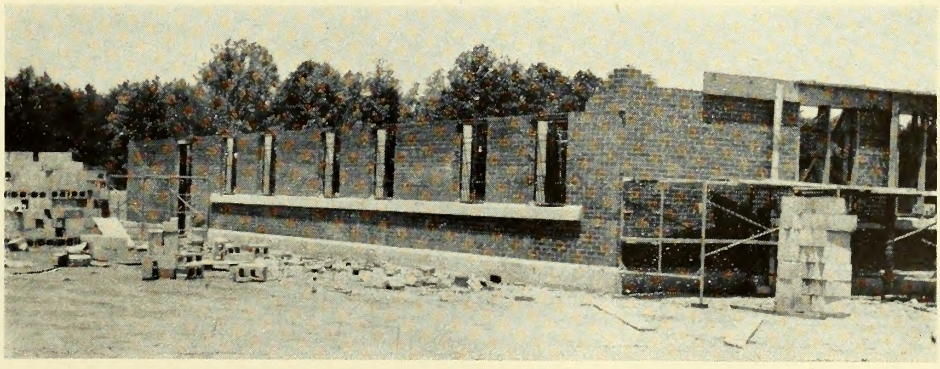
The ambulance company commander will be appointed by the North Carolina Funeral Directors Association. The company personnel will be recruited together with ambulance equipment from funeral homes in each division.

Griffin said Chairman Graham and Chief Engineer Rogers would act as statewide commanders of the battalions and would have authority to direct the units to any section of the State.

In addition to the 14 mobile support regiments, Griffin outlined four second echelon corps. Each would have 11 subordinate units:

A second line medical regiment; a water transportation battalion made up of big concrete-mixer trucks; a transport truck regiment; and an improvised ambulance regiment made up of such vehicles as delivery vans.

A quartermaster regiment formed by wholesalers and other merchants; a commercial bus regiment; a school bus regiment; a public utilities regiment made up of personnel of power, telephone, water and gas companies; an emergency service regiment formed by construction and contractors' personnel; a Civil Air Patrol Wing, and as many care groups as possible for handling mass feeding, providing housing and handling other needs of refugees from disaster-stricken communities.



They're making good progress on the new Ninth Division equipment shops which are located in Winston-Salem. The equipment setup will be similar to the other new division shops which have recently been completed at Wilmington, Sylva, and Hertford.

N.C.S.H.E.A. Association News

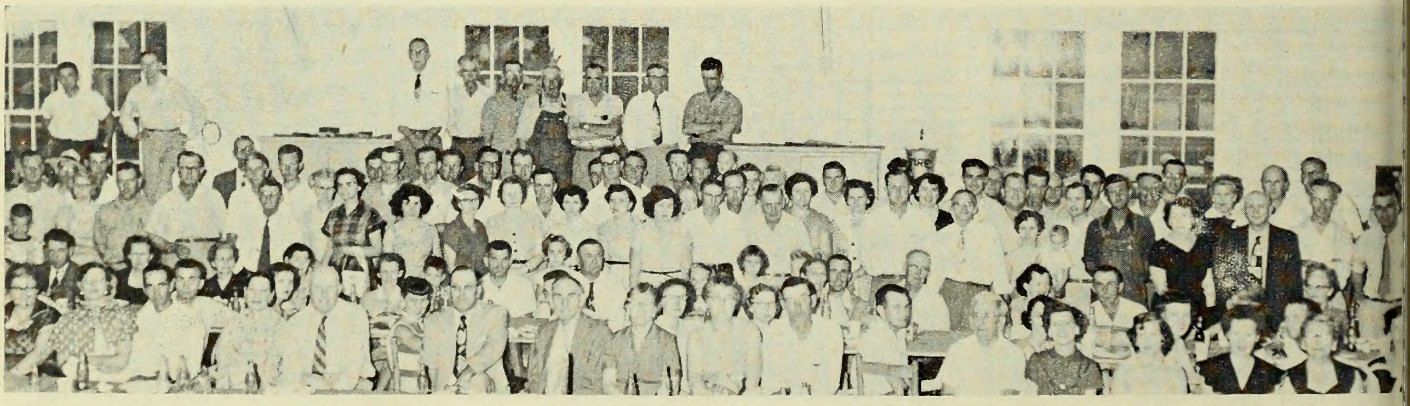
Vol. 4—Edition 7 July, 195

RETIREMENT NEWS — Committee Chairman K. R. Scott of Greensboro was in Washington several days in April to attend hearings before the House Ways and Means Committee on HR 7199, commonly called the "Social Security Bill". This has been approved now by the Committee and should see action in this session of Congress, expanding SS to take in millions more people at the request of the President. Several national organizations were heard and presented briefs asking exclusion and other changes, but the Committee voted favorably on the bill practically as written. This does not mean that we automatically now go under SS, but instead means (if passed by Congress) that we will have an opportunity to vote on the issue. First, the Legislature must appropriate funds for matching purposes if we go under SS; there must be a 90-day period prior to a referendum with notice given all members as to what the issue is, and ⅔ of those voting must vote in favor of supplementation or integration. It would be fine if the State was able to keep the present Retirement System and also allow SS, but finances are not sufficient; if done it probably would not last and might later necessitate a drastic reduction in our own Retirement System. The vast majority of our folks want no part of SS, but want to keep our own System which we believe offers more to the employee. We have privileges of refunds with interest; disability retirement; vested rights after 20 years service; retirement after 30 years service regardless of age; voluntary retirement at age 60; no maximum allowance, but whatever your account will figure; $50 minimum with 20 years service. SS has no disability, no refunds, employee must be "covered" certain period of time prior to retirement, retirement is not until age 65, and they have a very low maximum (presently $85 but will go up slightly under HR 7199). Our present System is gradually growing better and will be what we want in the next few years. If and when Congress votes this bill favorably, it is up to us to educate our member over the State as to what the issue is and persuade them to vote for the best of all concerned.

Messrs. Scott, Biggerstaff, McDonald, Wesley and your Secretary appeared before the Retirement System Board of Trustees on May 20, accompanied by State Personnel Director McDevitt and his Assistant Mr. Manning, and Clifton Beckwith of the NCSEA. Several problems were discussed and we were received most graciously by the entire Board. A discussion of Social Security brought out the belief we had nothing to worry about at present, and the Board will go into this with us further before they make any move. We went into the 30-day waiting period for retirement payments; as under present rules, person separating from State service to retire, and having terminal leave due, must wait until all terminal leave is paid before the waiting period begins. We are to go into this further with a special committee and the Attorney General shortly, but at present I have ruling from the Assistant Attorney General that terminal leave is something already earned prior to separation, and that even though additional payroll might be submitted after separation to pay this leave, it is not for service rendered within that month the payroll is submitted and for that reason the waiting period may begin immediately following the last day of actual service. This will be cleared up we believe by action of the Board of Trustees at their next meeting. Another discussion was concerning allowing retired employees to work temporarily for the State after retirement, not long periods, but strictly 1 or 2 days a week to supplement their small retirement. We had in mind those with low income who might be available for week-end prison guards, relief bridge tenders or night watchmen, etc. with limitation of time could work so as not to create a situation whereby an employee could retire and draw pension and continue to work practically full time. This matter is to be worked out with the same special committee, since I also have a ruling from the Assistant Attorney General to the effect that the Board has authority to regulate this.

PERSONAL CONTACTS ON RETIREMENT—With approval of the Chairman, Mr. Witherspoon, and the Board of Trustees of the Retirement System your Secretary hopes to be able in the near future to begin contacting personally those Highway Employees applying for retirement to explain to each of them exactly what they might be entitled to under all options. This is being done to create better feelings and to show the employee exactly what confronts him

(Continued on page 19)

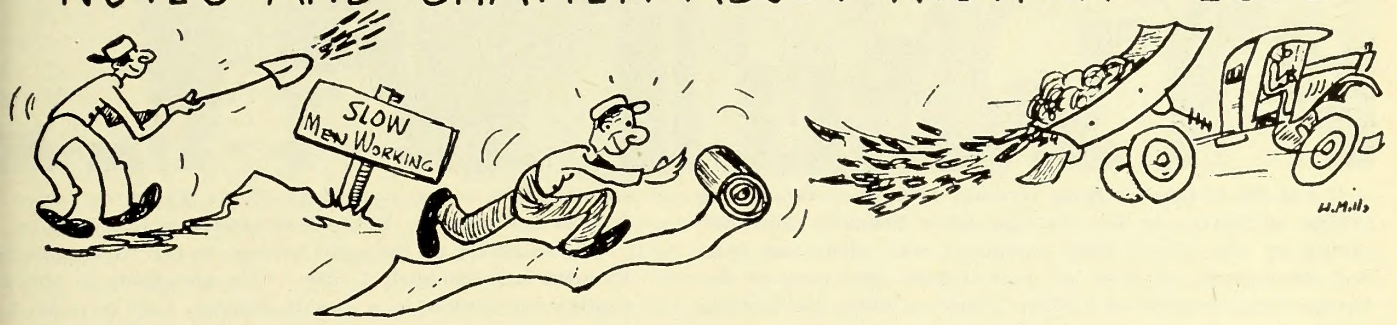


Friday, May 28, was Ladies Night when the Randolph County employees had a chicken supper. District Engineer John G. Hall was m. c. for the occasion. State NCSHEA president Fred Biggerstaff spoke to the group. K. R. Scott of Greensboro also spoke briefly. The following new officers were elected: Wayne Cagle, president; Charlie Williams, vice-president; and Herman Shaw, secretary-treasurer.

It was one of the best meetings held this year.

TAR WHEELS

NOTES AND CHATTER ABOUT HIGHWAY PEOPLE



HEADQUARTERS

SIGNS of the Times . . . *Bonnie Wall*, secretary in Personnel, was married to John Broadwell, May 29, in the Ebenezer Methodist Church . . . They've set up housekeeping in an apartment at 217 East Lane Street in Raleigh . . . Barbara Sykes, secretary to Attorney Ken Wooten, resigned recently . . . She was married to Walter Schacht, July 3, in the First Baptist Church . . . They are living in Leaksville where he's connected with a textile firm . . . Dollie Smith, secretary to Roadway Design Engineer Tom Park, will marry J. C. Knowles, July 21 . . . "Their wedding will be televised on 'Bride and Groom.'"

HIGHWAY PURCHASING . . . *Christine Champion* took a week off in May . . . She spent it at home on Courtland Drive and watched her husband paint . . . *Leona Sidbury* took a week-long vacation to help redecorate her home in Garner.

H. K. WITHERSPOON recently chalked up his 35th anniversary with the Commission . . . His very capable assistant, Florine Boone, just passed her 30-year work anniversary too . . . *Vera Jeffreys* spent a week relaxing at Carolina Beach.

FROM CONSTRUCTION . . . *W. E. Hawkins* is spreading the word about his newest and fifth grandchild, a little girl, who was born to his youngest son, Jack Hawkins, and daughter-in-law in Wilmington . . . *Latitia Sanders* spent a June week vacationing at Topsail Beach.

MARY ROGERS, wife of our chief engineer, is spending a month with her grandchildren at Long Beach . . . *Mr. Rogers* spent a week with them and then joined them on week-ends . . . *Virginia Hassinger* was hospitalized for several days; she's fine now and back at work.

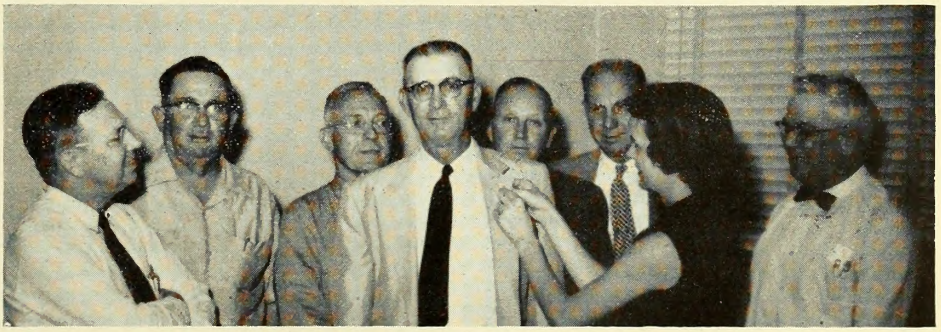
LEGAL NEWS . . . Chief Counsel *R. Brookes Peters* took his wife on a ten-day trip to Seattle, Washington, for the annual Rotary International Convention . . . They made a quick trip July 3 to New York to meet their son and daughter-in-law when they returned from a year's ministerial study in Scotland . . . It's good to see *E. O. Brogden* out of the Navy and back on the legal staff . . . *Larry Beltman* has opened a branch of the legal department in Winston-Salem; the next six months, he'll handle condemnation cases arising from the Winston-Salem expressway . . . *Virginia Lyons* will join her family for a week's vacation in July at Ocean Drive.

EQUIPMENT DOINGS . . . Thursday night, May 27, all the employees from the Raleigh office and the Equipment Depot enjoyed an annual barbecue at the Youth Center on the State Fairgrounds . . . *Edith Williams* resigned July 1, to devote full-time to being a housewife . . . *Jane Finch* is working temporarily this summer . . . *B. W. Davis*, his wife, and daughter, Peggy of New York, spent two weeks at their cottage in Wrightsville Beach . . . *Ethel Jones* and her husband, Fred, joined them for a week-end.

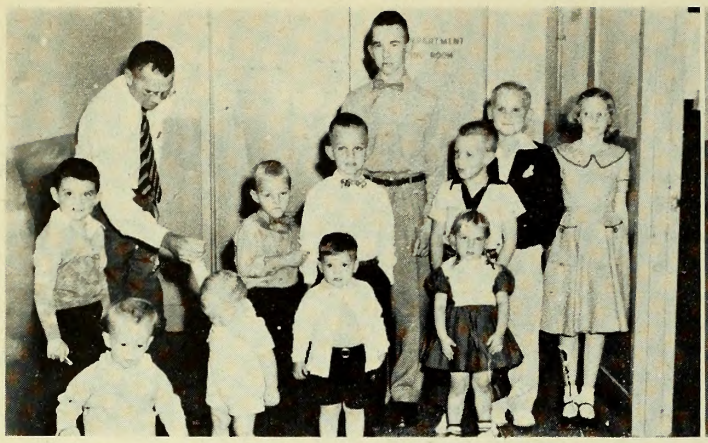
RIGHT OF WAY Happenings . . . *Trulah Page* took a five-day cruise on the "Queen of Bermuda" to Bermuda the last of May . . . *Mrs. Hilda Russell* resigned recently . . . She was replaced by *Nellie Barnes* . . . *Linett Williams* has been employed to take *Peggy Taylor's* place . . . *S. H. Shearin, Jr.*, has been promoted and transferred to the highway office in Greensboro.

FROM PERSONNEL . . . *Earl Crump* and his wife, Sarah, recently spent a few days at Wrightsville Beach . . . *Dot Medlin* spent a week at Nag's Head.

STATISTICS . . . Sympathy is extended *R. N. Brincefield* in the recent death of his brother, John, in Florida . . . To *Blanchie Bradley* in the death of her father, G. W. Ladd, April 29 . . . And to *A. E. Allen* in the death of his father in May . . . *Jane Walker* has married and is now living in Vaughn . . . *Jane Cameron* and her husband, Dan, have moved into their newly-completed home on Granville Drive . . . *Lucille Winstead* was



It was a big day for Guy Moore, May 17. State Bridge Maintenance Engineer C. B. Taylor praised him for his work during the past 30 years; and Pam Connelly, secretary in the Raleigh office, pinned on his 30-year service emblem. Charlie Biggs, H. M. Bivens of North Wilkesboro, J. S. Warren of Rocky Mount, K. R. Scott of Greensboro, F. S. Yount of Hickory, and Taylor gathered round for the ceremony.



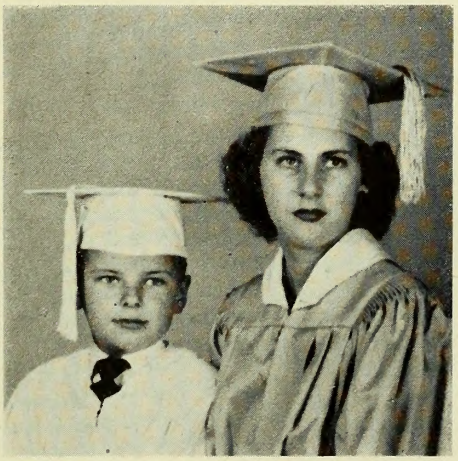


It was the Children's Hour recently when the wives of the bridge employees in the Raleigh office brought their offspring by the office. Each youngster was spick and span and dressed in his best bib and tucker. The men of the Bridge Department can well be proud of their fine-looking children.

In the left picture, little Roger Max Collins, Jr., was about to make his getway. His dad is a bridge locating engineer. Murray Howell assists his son, Murray, Jr. The other two children on the front row are Joel Parker and Susan Nickel. Second row, from left, Rhodes Peele, Murray, Donald and Douglass Jones, and Scotty Nickel. Third row, from le Walter B. Jones, Jr., Bobby Edgerton, and Betty Baker.

The small fry on the right belongs to the "Youngest Set Victoria and Kimberly Collins, twin daughters of the Fr Collins', are seated in a double stroller. Left to right, hol ing their prize offspring are Ben Terrell, Landis Temp Howell Peele and Mrs. Kirvin Satterwhite, all of the brid drafting room. Next are Mrs. Charles Edgerton, Mrs. Ja Parker, and Mrs. John Collier whose husbands are e ployees of the bridge location department. The young m who is standing at right is Michael Collier.

hospitalized briefly for a minor operation . . . *Betty Miles* and her husband spent a week-end visiting her folks in Pennsylvania . . . *Ruth Dunn* is a new employee . . . *Flora McDonald* spent a week-end at Wrightsville Beach . . . *Belle* and Bob Tilley went to Asheville for a week-end . . . *Carl Wilson* was in the hospital for a few days . . . *Mr. and Mrs. Marvin Cates* spent a week-end at Doughton State Park . . . *D. C. Fussell* and his wife spent the second week in June at Harker's Island . . . *Dot Turner* and her husband, Hubert, made a quick trip to Atlanta for a recent convention and then rested several days at Myrtle Beach . . . We hope *Polk Denmark's* brother, James, is much better; he was in the hospital.

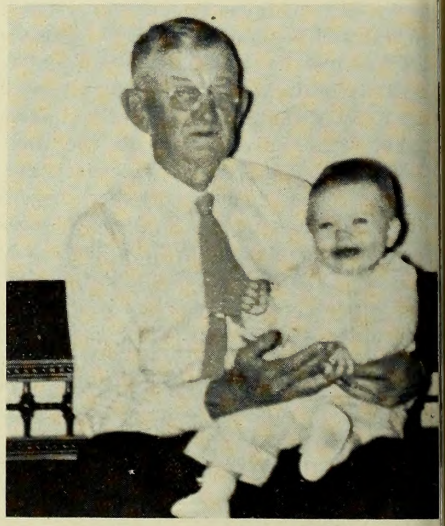


Gary Lee Bebber, five-year old son of key foreman J. D. Bebber of Alexander County, was mascot for the Taylorsville High School senior class. His cousin on the right, Margie Deane Russell, graduated this year.

FROM THE LAB . . . *F. S. Hardy* recently joined the ranks of the 30-year highway employees . . . *L. S. Jackson* has now completed 20 years of service . . . *Bon S. Perkins* has 15 years to his credit . . . *Jeter E. Daniel*, *W. R. Richardson*, and *R. J. Scarborough* each has rounded out five years of highway work . . . *Mr. and Mrs. E. H. Curtis* became the proud parents of a daughter, Cathy King, who was born May 24 . . . *Mrs. Velma Phifer*, formerly of Norfolk, is a new chemist in the lab . . . *Ebraham Shekarchi* has returned to his work in the lab after spending five months at his home in Teheran, Iran . . . *Clyde Bryan*, a 1954 State College graduate, is a new employee in the research lab . . . He was married to *Peggy Smith*, June 18 . . . Peggy is a lady draftsman in Roadway.

NEWS FROM LOCATION . . . *Paul E. Ferguson*, a draftsman, recently completed a highway engineering course with the International Correspondence Schools . . . *Edwin W. Seagroves*, Highway Engineer III, has just received his emblem for 30 years of highway service . . . *Bill Hampton's* daughter, Ermine "Boots," graduated from St. Marys College, June 1 . . . *Sudie Seltman* is glad to have her daughter, Ann, back after a three-week stay in Washington, D. C., for a TV hearing of WPTF; Ann is secretary and traffic manager of the radio station . . . Get *J. H. Chappell* to tell you of the many honors that have come to his young son, John Herbert Chappell, Jr. . . . The junior Chappell just finished Durham Juni High . . . He's quite a track man, havi won a medal for the 100-yard dash, t 120-yard low hurdles, the winning rel team . . . He was second in the bro jump . . . Besides that, he won a $5. prize for an essay on the causes a effects of the War Between the Stat which was sponsored by the U.D.C. f teen-agers.

PRISON Department News . . . *M Lovie King* is recovering from a rece operation . . . *Mrs. Dickens*, the form *Frances Richardson*, is working tempo



Location party chief H. A. Tat bounces his little one-year old gran daughter, Jacquelin Tate, on his kne Longtime highway employee Tate is whiz on rock soundings.

arily . . . *Mrs. Josephine Upchurch* is back from a vacation in Charleston and Myrtle Beach . . . *Charles G. Bennett* is the new supervisor of prisoner recreation . . . He replaced *B. F. Grigg* when he became superintendent at the Butner Youth Center . . . Sympathy is extended *J. D. Wilson* in the death of his father, April 9.

FROM THE BRIDGE Department . . . *R. V. Bennett, A. S. Bridgforth, III, F. B. Hicks, Jack D. Childress,* and *P. B. Honeycutt, Jr.* are new Bridge employees . . . *Dan Hudson* and *Peter Hoadley* are working during the summer in the Structure Survey Division; *Dan's* an ECC student, *Peter* attends Duke . . . *Thomas M. Lynam, George W. Middleton,* and *John C. Terry,* are working this summer in the drafting room . . . Bridge Design Engineer *Edward S. Boyd* recently resigned.

FROM BITUMINOUS . . . Three men have recently been on one-week vacations: *John Walton, Bill Ellis,* and *Bill Ware.*

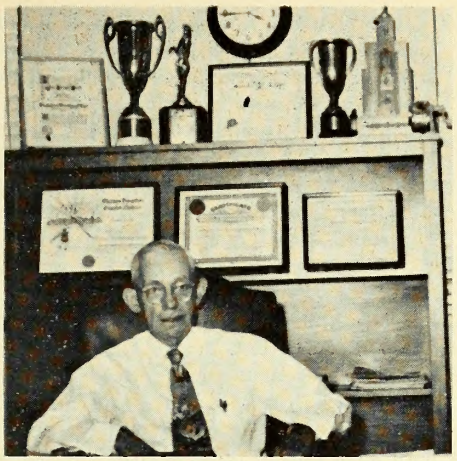
IN LANDSCAPE *William R. Phelps* drove to Washington, D. C. for a short vacation . . . *Irma Callahan* spent ten days at her home in Wilson.

WITH ACCOUNTING . . . *Marjie Williams* resigned to accept a job in Hampton, Virginia; she was replaced by a former employee, *Becky Holding* . . . *Ruth Boone* spent a long week-end at Ocean Drive . . . *Nelle Brown* recently took a week vacation . . . *Jean Hicks* spent a week at her home in Henderson . . . *Alderman Merritt* visited friends in Philadelphia . . . *Ann Winslow* is working temporarily this summer . . . *Emily Sinsley* took a week off to rest at home . . . *Joyce Smith* visited friends in Texas . . . *Bill Smith* recently won $25.00 worth of shirts from Vogue.

IN BRIDGE Maintenance, *Becky Griffin* has resigned to devote full time to housekeeping . . . *Charlie Biggs* and *Ralph Carroll* attended the annual dinner and meeting of the bridge maintenance men of the First and Second Divisions which was held July 10, in Point Harbor.



When two French highway engineers came to North Carolina, State Construction Engineer W. E. Hawkins took them on a week's tour of current highway construction. From left, Andre Laure of Paris, France, Hawkins, and Jacques Saigot of Algiers, Algeria.



Assistant purchasing agent F. B. Hall of Raleigh retired recently after 32 years with the Highway Commission. He received the trophies and plaques behind him for outstanding work in the YMCA, the Lions Club, and the Raleigh Shrine Club.

His highway work dates from 1921 when he came with the Commission as maintenance accountant in old Division One. For one year he was resident engineer on work around Tarboro. From 1927 to 1933, he was equipment superintendent of the equipment depot in Raleigh. He was then division mechanic in Tarboro for one year. In 1934, he was promoted to assistant purchasing agent.

Hall has no definite plans after his retirement other than to fish and rest this summer. His many highway friends appreciate his fine work through the year and extend best wishes to him in his well-earned retirement.

ROADWAY RAMBLING . . . *Don and Jean Freeman* spent two weeks vacationing with friends at Long Beach . . . *Ed McMahan, Jr.,* recently toured the New England states . . . *Martha and Charles Enscore* are back from a vacation at Myrtle Beach . . . *James Warren* has returned from military service and is in the drafting room again . . . There are eight men working temporarily this summer: *George Holland, A. G. Bullard, James Davis, Wyatt Bell, Robert Hayes, Ira Pearce, Everett Beam,* and *Harry Epps* . . . *Lydia Alexander* was recently married to *B. T. Kornegay* in the parsonage of the Tabernacle Baptist Church in Raleigh . . . *Peggy Smith* married *Clyde Bryan* in the Westminster Presbyterian Church, June 18 . . . *Lillian Sorrell* is back after a brief illness.

MRS. ELEONORE Buchmann is a new draftsman in Location . . . She was born and educated in Germany, but she now lives in Raleigh.

DIVISION TWO

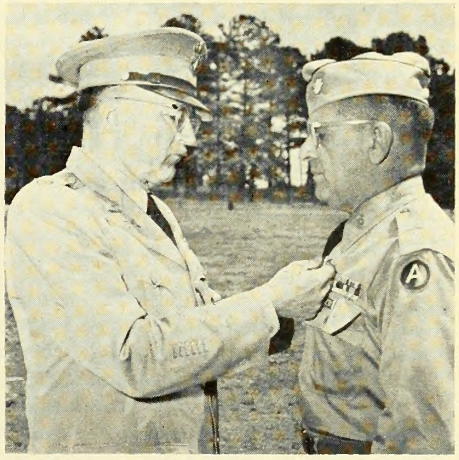
JASPER L. PHILLIPS
Division Correspondent

CONGRATULATIONS to *Clinton Leslie Haislip* who recently completed his work for a diploma in highway engineering from the International Correspondence Schools of Scranton, Pennsylvania.

HAPPY Birthday wishes go to *V. R. Barnette, H. L. Briley, L. C. Bunch, Jr., J. L. Clements, P. L. Fields, Julius Joyner, Leroy Parsons, R. E. Smith, H. W. Stokes, L. E. Tyndall, J. T. Tyson, S. D. Whaley, N. G. Whitford,* and *A. J. Williams, Jr.*

ANNE ASKEW was honored in May when she was presented a Life Membership Pin and Certificate for outstanding service in the Wesleyan Service Guild of Jarvis Memorial Methodist Church of Greenville.

SERVICE Awards were recently pre-

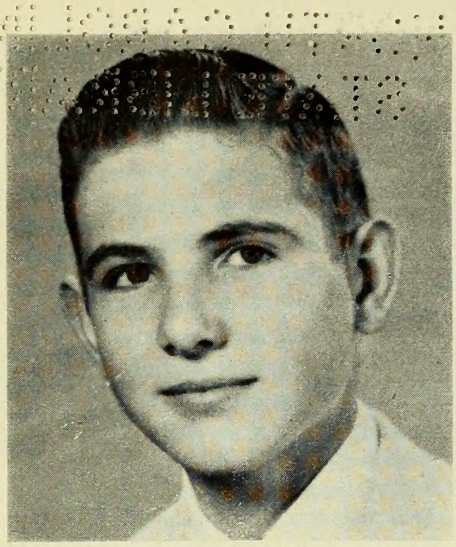


Col. Jesse E. Graham, chief of the North Carolina Military District, pins the Bronze Star Medal for meritorious service in Korea on Lt. Col. Robert L. Brown, Jr., of Charlotte.

Col. Brown was cited for his part in military operations against an armed enemy during the period of January 9 to November 30, 1953. The citation read in part: "Col. Brown's conscientious devotion to duty was instrumental in the successful completion of all missions assigned the section and gained the respect of his superiors and subordinates alike. The meritorious service rendered by Col. Brown throughout the period reflects great credit on himself and the military service."

Among Col. Brown's awards and decorations are the American Defense Service Medal, World War II Victory Medal, Occupation Medal, U. S. Korean Medal, UN Service Medal, ROK Presidential Citation, and the Bronze Star.

He is the son of Robert L. Brown of Charlotte.



Robert A. Furtado, 16-year old son of Mr. and Mrs. A. S. Furtado, was recently elected president of the Wake County chapter of the National Beta Club. Membership in the Beta Clubs is based on character, scholarship, and achievement. Bob is a rising senior in Garner High School where he is a member of the basketball team. He has held various school offices, including vice-president of his class. Bob is active in church and scout work. His dad is the very capable electrical engineer of the Bridge Department.

sented to the following men: *Joseph Clarence Godwin, Lester Mahew Roberts, John Lee Humphrey, John Corbitt Norris,* and *G. C. Phillips* for 30 years of highway work . . . To *Earl T. Bender, D. C. Golden, S. Early Mann,* and *Taylor Franklin Harris* for 25 years of duty . . . To *Robert Bonner Chauncey* and *James Lacy Overton* for 20 years . . . To *W. C. Jenkins, E. M. Woolard, Cleatus Monroe Carawan,* and *Lewis M. Gurkin* for 15 years . . . To *Willie Lee Jones, J. H. Guirkins, R. E. Smith, H. G. Gurganus, G. S. Pate, Garland Sammons, W. H. Cannon, H. D. Lewis,* and *Clyde Willis* for ten years of work . . . And to *E. P. Andrews, T. W. Edwards, L. W. Gibson, Stonewall Gray, Sterling Mason, L. P. Mercer, Carroll Millis, Aubrey McCoy, C. W. Nobles, Z. M. Roberts, J. C. Skinner, Matt E. Wiggins, Charney Clark, Mathew Benjamin Tyler, Marvin Warren,* and *Jesse Alford Waters* . . . Each can feel justly proud of the part he has played in bringing good roads to North Carolina.

SYMPATHY goes to the family of *Romulus H. Hamilton* who died recently . . . He was a retired highway employee . . . And to the family of *Thomas S. Fulcher* in the death of their mother, May 6.

H. W. STOKES recently visited his son in Suffolk, Virginia.

JOE WEEKS, one of a party of fishermen going out from Swansboro, reports favorable weather and good biting on his deep sea fishing excursion . . . They brought back around 500 sea bass!

SICK LIST . . . *Alton Parker,* maintenance supervisor of Craven and Jones Counties, is back on the job after spending some time in Duke Hospital . . . *W. H. Cannon,* bridge tender on the Morehead City drawbridge, is out with heart trouble, but he should be back soon.

AL F. GARNER, bridge tender on the Atlantic Beach Bridge, retired recently because of illness . . . He and his wife are both bedridden . . . We hope they will both soon regain their health . . . *Garner* had been a faithful State employee for the past 17 years.



That's little four-year old Ray Sudderth perched up on the tractor. His dad, And Sudderth, is the superintendent of Peachtree Prison Camp, near Murphy

W. K. SMITH, mechanic at the division shop, returned home one afternoon recently to find his son painted up (or so he thought) for a game of "injun" . . . The paint turned out to be a good case of measles.

RUFUS William Ward is to be congratulated upon rounding out 35 years of highway service!

MRS. CARL ABEE, JR., recently attended the wedding of her cousin, Carol Price, to Mr. Kaleel in Clinton.

DIVISION THREE

IRENE L. WORLEY
Division Correspondent

THREE men recently retired after many years of faithful service . . . Bridge Tender *Frank S. Shepard* retired July 1 . . . Section foreman *M. L. Taylor* retired on disability, April 30 . . .And Foreman *E. E. Heath* also retired April 30.

SYMPATHY is extended Office Engineer *J. O. Wenberg* in the death of his brother, May 7 . . . To *W. M. Ingra*, Resident Engineer in Clinton, in the recent death of his sister . . . And to *W. T. Hall,* Maintenance Supervisor at Burgaw, in the death of his aunt.

SINCE Commissioner *C. Heide Tra* had to cancel his plans at the last minute to attend the Commissioners Meeting April 28, at Manteo, Division Engineer *C. E. Brown* and Assistant Division Engineer *R. V. Biberstein* went and represented the Third Division.

THE NEW HANOVER COUNTY Chapter of the N.C.S.H.E.A. had a seafood supper meeting at Faircloth's on Wrightsville Beach, May 7 . . . The following new officers were elected: *J. O. Wenber*, Chairman; *W. V. Coley,* Vice-Chairman; and *W. C. Cooper,* Secretary-Treasurer.

DIVISION FOUR

WADE H. PRIDGEN
Division Correspondent

THE FOURTH was saddened by the death of Resident Engineer *C. H. Gi* of Johnston County from a heart attack May 22 . . . He was only 62 and had been with the Commission for many years . . . Sympathy goes to his wife, and two sons *C. H. Giles, Jr.,* and *Stewart Giles* Kinston, and three grandchildren . . . He was buried in the Raeford Cemetery.

HIGHWAY Personnel Director *Earl Crump* presided over a meeting in the division office, May 12, when he discussed personnel increment data with the division office staff . . . He was assisted by *Sam Badgett* and Highway Auditor *Sa N. Smith.*

CONGRATULATIONS to *Audrey Lam* on her marriage to Tommy Perry, Su



Little Jane Carolyn Watt, five-yea old daughter of Mr. and Mrs. John Wa of Statesville, was the mascot of th senior class at Scotts High School. He father is an Iredell County machin operator.



Commissioners Forrest Lockey and A. Hasty were among the group who oyed a shad bake given in Aberdeen May. The Chairman, Commissioners nes Hardison and Donnie Sorrell, ng with Division Engineers T. G. indexter, L. E. Whitfield, and Hunter ing were also on hand for the festive asion.

, May 30 . . . *Audrey* is a stenographer the division office . . . To both Tommy *Audrey*, we wish a long and happy together.

NEW district office was opened April n Goldsboro . . . Honored guests were nmissioner *M. E. Robinson*, Division gineer *E. P. Koonce* and his assistant *D. Grantham, Mr. Williams, S. F. lmes, Hershel Smith, Clarence Moore,* l *Tom Wilkins* . . . A fine barbecue was oyed by all the Wayne County em- yees . . . Maintenance Supervisors *T. Noell* and *J. V. Walters*, District gineer *R. W. Dawson* and *"Speed" 'ten* plus members of the equipment, son, bridge and construction depart- nts of Johnston and Wayne shared in festivities.

DIVISION Shop foreman *W. J. Ezzell*, recently took a few days vacation . *H. T. Noell* and his wife enjoyed a ek vacation in Florida.

STATE Highway forces recently added b and gutter to Main Street in Casta- . . . The pavement was widened to 42 t through town . . . This was a long- ded improvement.

OFFICE Engineer *Sam Livesay* is back l time after a rather lengthy illness . *W. S. Powell* is recuperating at home er treatment at the Parkview Hospital Rocky Mount.

THE OUTSIDE of the division office ently had its face lifted . . . Sign pervisor *Burrell Connor* and his men npleted a neat-looking paint job.

DEEPEST sympathy goes to Mrs. zabeth W. Sauls and family in the death of her husband, *Ronal Earl Sauls*, in May . . . He was fatally injured on the job . . . And to *E. S. Peabody* and family in the death of his wife, May 19 . . . *Peabody* is resident engineer in Weldon.

EMPLOYEES in Johnston County are pleased with the new equipment they recently received—a tractomotive four-wheel drive front-end loader with one cubic yard bucket . . . Resident Engineer *J. J. Cole, Jr.*, of Wayne was assigned a new Ford V-8.

CONGRATULATIONS to *W. R. Davenport* and wife upon the arrival of a baby girl, May 19.

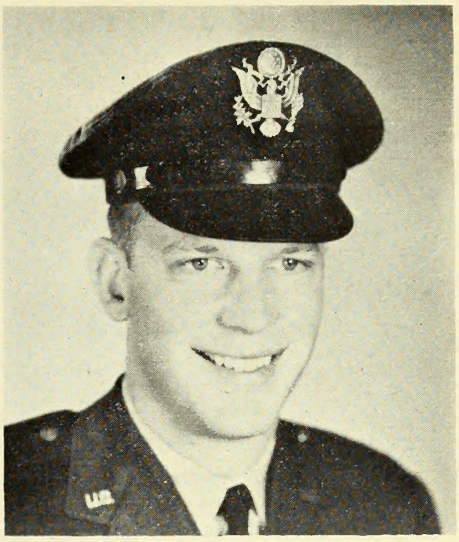
BEST WISHES go to the following folks who received service awards: *Julian Franklin Spence* for 30 years . . . *Paul Anderson Fulghum* for 20 years . . . *Zollie Herman Williams* for 15 years . . . *Ernest Willie Owens, Williams Chester Page, S. C. Fulghum, Prentis E. Garris, Henry Lynch*, and *Frank J. Worley* for ten years . . . And to *Joseph T. Goodson, James C. Harrison, Leon B. Hatcher, Percell Holland, D. G. Jones, W. C. Price, Russell Roberts, Elmond Smith, James Millard Abernathy, Dewey Tommy Bass, Simon Kinlaw Bass, Harvey Patrick Boyette, Rufus J. Brown, George Hunter Griffin, George Jones, Albert Mercer, Robert Lemuel Tant, Roy Clyde Wallace, James Joseph Wester*, and *Willie Thurston Williams, Jr.* . . . We hope they'll wear their highway service emblems with pride!

DIVISION FIVE

J. W. JENKINS
Division Correspondent

GRANVILLE COUNTY employees had an Association meeting, May 14 . . . Past State president *Merle Adkins* and Otis Banks spoke to the group . . . About 60 members were present . . . The supper was barbecue.

VACATIONS . . . The following Granville County men have recently taken vacations: *Sam H. Averette, Willie M. Cole, E. B. Critcher, W. B. Grady, H. L. Henley, Elvin A. Lumpkin, A. S. May, W. L. Reams*, and *R. L. Royster* . . . *Z. W. Holder* and *F. S. Mangum* each took a week of vacation recently.

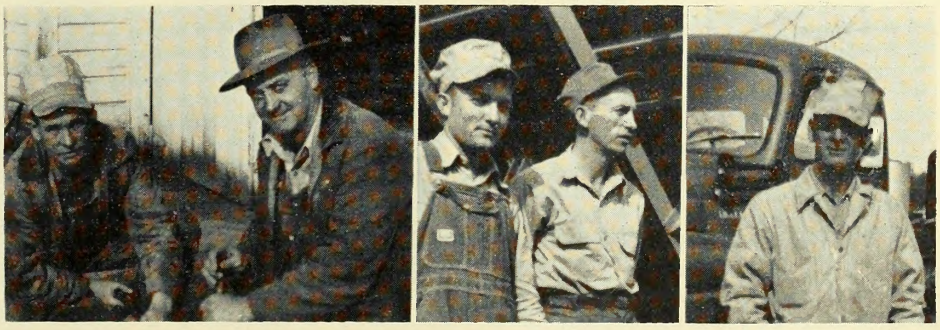


1st Lt. Fred M. Councill, son of Division Engineer and Mrs. J. H. Councill of Boone, recently finished his tour of duty with the Air Force Security Service in Germany. He's home now for a visit. His sister, Martha, is also home from Duke for the summer.

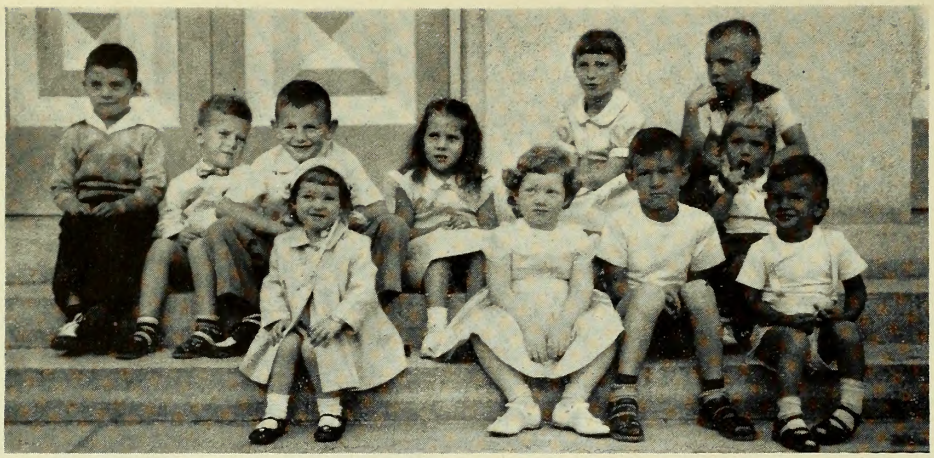
SICK LIST . . . Foreman *S. E. Jones* of Durham County was out of work a few days when he fractured his toe; while barefooted at home, he walked into a chair . . . *J. J. Taylor* is out of the hospital and recuperating from his recent illness . . . Gang foreman *Giles E. Crutcher* is back on the job after a short illness.

WELCOME to *Earnest C. Adcock*, a new Granville County maintenance employee . . . He was formerly with the prison department in Vance County.

TRUCK DRIVER *G. J. Brogden* is all smiles since he got his new set of teeth.



Some of the boys from the western part of the State line up. From left, Cecil Hooper, motor grader operator; Price Walker, mechanic; Posey Deyton and Dale Walker, truck drivers of Robbinsville; and Babe Cole, bull dozer operator of Bryson City.



Late one Friday afternoon, all the children under six years came by the Bridge Department in Raleigh to see their fathers at work. It was touch and go for awhile with little people darting among the drafting tables. Jessie Ruth Norris corraled this group long enough for her husband, Jimmy Norris, to take their picture on the steps of the highway building. Front row, from left, Paula Harmon, Jean Usry, Danny and Timmy Barnett. Second row, from left, Rhodes Peele, Johnny Temple, Chip Goodwin, Freda Noble and Susan Nickel. Third row, from left, Dixie and Scotty Barnett.

SYMPATHY goes to the family of *Guy T. Wheeler* in his recent death . . . *Guy*, a Granville County motor grader operator, had been with the Commission for 23 years and was a willing and conscientious worker . . . To *L. L. Reece* in the recent death of his father.

M. L. MANGUM of Durham Maintenance is the proud father of a daughter who was born May 3.

DIVISION SIX

CLARA MORAN
Division Correspondent

THE ROAD OIL chapter of the N.C.S.H.E.A. held their quarterly meeting June 2 at the Barbecue Lodge in Fayetteville . . . After a fine chicken dinner, officers were elected for the coming year as well as delegates to attend the annual unit meeting in July . . . Special guests were Commissioner *Hasty*, Division Engineer *Whitfield*, *Withers Davis*, *Steve Ammons*, and *Otis Banks*.

WELCOME to *Jack Hardison* and *Joe Mack Hatcher*, civil engineering students at State, who are working with Construction this summer.

THE CAPE FEAR Engineers Club met June 9, at the Barbecue Lodge . . . *K. C. Butler*, secretary of the group, reported a good crowd enjoyed a fine supper.

CONGRATULATIONS to *B. B. Barha, Jr.*, of Location, who was married June 5.

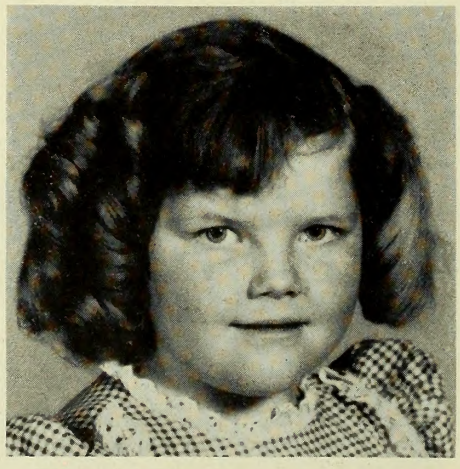
A SPEEDY recovery is wished *Bob Barefield* who is in the V. A. Hospital in Fayetteville . . . *Bob* is in Location.

GET W. C. GRIMES of Construction to tell you about his Florida vacation . . . He, his wife, and son spent two grand weeks in Miami.

GUY W. MOORE, bridge maintenance superintendent, spent the week of June 6, at Kure's Beach with his family.

DIVISION Engineer Whitfield took his family to Long Beach for a June week-end.

GILBERT HUMPHREY of Construction, his wife and infant daughter recently spent a week-end in Charlotte . . . They're mighty proud of the '54 Dodge they're driving now.



Little Johnie Linda Porter is seven and will be in the second grade this fall. Her daddy is James W. Porter of Robbinsville who is a motor grader operator.

DIVISION SEVEN

P. L. WELCH
Division Correspondent

CONGRATULATIONS to the r graduates . . . *Tom Burton's* daug Ruth, graduated from Guilford Co May 31 . . . District Engineer W *White's* son, William Wray White received his law degree from Forest, May 31.

AT A RECENT Bur-Gra Pirates ball game, *S. Malone Hall*, foreman a Bacon Quarry in Orange County, w 1954 Cadallic in a drawing . . . *Jordan* of the First District Shop tically had to force him to buy a t . . . Anyway, *Hall* is a lucky man we're glad he won.

SICK LIST . . . *Edward Rowland Rufus Nelson* are back at work in Ca County after being out sick . . . *Rowl* wife, Verna, was a recent patien Memorial Hospital in Danville, Virg . . . The wife of *William A. Atkin* section foreman in Alamance County, a recent operation at Alamance Ge Hospital . . . *Obra D. Thomas*, t driver in Alamance, is back after a week illness . . . *Moris L. Collie* of well County was a patient at Mem Hospital, Danville . . . *Mrs. G. C Denny* was hospitalized at Memoria Danville . . . Truck driver *Hassel R* of Caswell County was in an autom accident; there was considerable dan to his car, but no one was injured The wife of *R. P. Cole* in the Resi Engineer's office was a recent hosp patient . . . *Paul Clifton's* wife was in the hospital . . . Special get wishes go to the father and three sis of *L. H. Gunter;* they have all been q ill.

MOTOR operator *Raymond M. L ford* of Caswell County was on the list for some time; but we hope much better now.

FREAK ACCIDENT . . . Superv Foreman *Charles E. Murphy* of Cas County was driving his new Chevr down a country road when a cow jum into the back fender of his car.

VACATIONS . . . *Mrs. Ruth Nunnall* Petersburg, Virginia, recently spen week with her sister, *Mrs. Elizabeth Wyatt*, secretary in the Right-of-Way partment . . . *Mrs. Ruth Jarmon*, ste grapher in the First District office, companied her family to Delaware fo visit with relatives; while there, t saw Longwood Garden in Pennsylva . . . *W. W. White* took in the Kentu Derby, May 1, in Louisville at Churc Downs.

NGINEERING Aide II *Earl Quick* s runner-up in the third flight of the en Valley Spring Golf Tournament.

V. R. PHELPS of Raleigh recently laced *D. B. McMichael* of Rocky Mount Assistant Landscape Engineer for the enth Division.

GANG FOREMAN *J. Walter Hooper* of well County recently moved into his v home . . . He welcomes his many nds but warns they'll have to pull off ir shoes before entering.

THE GUILFORD County chapter of the C.S.H.E.A. held a meeting at Greensro Country Park, April 23 . . . The eting was well-attended . . . The group oyed a tasty barbecue supper which s served following a short business sion . . . New officers were elected.

SENIOR Right-of-Way Engineer *C. M. rtsock, Jr.*, returned to the Durham ce in Division Five . . . He was reced in the Seventh by *Howard Shearin* the Raleigh office . . . *Shearin* plans to ve his wife and two children to ensboro soon.



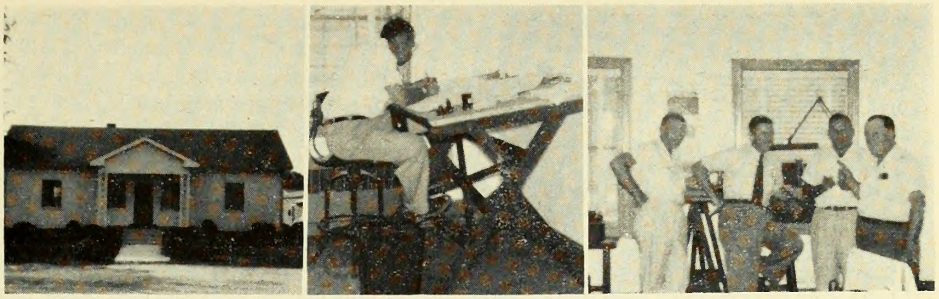
When Dr. Medlin, Mayor of Aberdeen, ve his annual shad bake, May 23, eneral George Marshall of Pinehurst as an honored guest.

DIVISION EIGHT

EDWARD C. DARDEN
Division Correspondent

THE LEE County chapter of the C.S H.E.A. held an old-fashioned fish y, May 28 . . . About 50 members were esent . . . The following county officers re elected: *Sam Carter*, chairman; *Paul rown*, vice-chairman; and *H. C. Mason*, cretary-treasurer.

RECENTLY the Montgomery County nployees had a supper meeting at the oy Prison Camp . . . The following ssociation officers were elected from ontgomery: *E. S. Tucker*, chairman; *A. Cranford*, vice-chairman; and *W. L. aw*, secretary-treasurer.



Above pictures were made of the district office in Goldsboro. Middle picture shows resident engineer J. J. Cole, Jr., at his drawing board. Picture on right was made of Hassel, highway inspector I; Turlington, highway engineer II; and Howard Davis and P. P. Hancock, both highway inspectors II.

SYMPATHY is extended *C. B. Wicker*, division prison supervisor, in the death of his mother, Mrs. S. A. Wicker of Sanford, June 11.

MRS. ESTHER PHILLIPS, secretary to Division Engineer *T. G. Poindexter*, spent the second week of June at Myrtle Beach, South Carolina.

SICK LIST . . . *Mrs. Floy Burkhead* was called to her home in Turkey, N. C., due to the illness of her mother . . . *A. D. Thames*, superintendent of the Wagram Prison Camp, has recently been admitted to the State Sanitorium for treatment . . . *L. C. Covington*, steward of the camp in Asheboro, is filling in while *Thames* is away.

DIVISION NINE

R. B. FITZGERALD
Division Correspondent

WE SALUTE the fine men who have recently passed service anniversaries with the Commission . . . *S. M. Pressley* has completed 30 years . . . *R. L. Chew*, *W. S. Sizer*, *J. R. Basinger*, and *L. A. Cooke* have finished 25 years . . . Twenty-year emblems go to *H. C. Kesler*, *W. L. Kesler*, *A. V. Safrit*, *J. D. Schenk*, *G. W. Baity*, *J. E. Caudle*, *W. G. Morris*, *T. T. Tuttle*, and *W. J. Whicker* . . . Fifteen-year awards were earned by *W. C. Crews*, *W. L. Reavis*, *C. E. Echols*, *E. J. Lewis, Jr.*, *C. F. Graham*, and *B. J. Everhart* . . . Ten-year pins go to *J. T. Matthews*, *A. J. Harkey*, *J. L. Walser*, *Dewitt Brown*, *E. G. Collins*, *R. A. Joyce*, *L. U. Kiser*, *W. S. Mitchell*, *O. G. McClamrock*, *Cero Smith*, and *O. H. Wood* . . . These men now have five years to their credit: *J. B. Hornbuckle*, *W. W. Goode*, *Mack D. Hamm*, *D. R. Neal*, *R. B. Forrest*, *W. C. Lawson*, *A. S. Ogburn*, *J. H. Bollinger, Jr.*, *L. R. Curry*, *James Franklin*, *C. H. Heilig*, *H. A. Heilig*, *C. A. Kirk*, *M. L. Lowder*, *R. S. Owen*, *K. R. Rusher*, *M. L. Thomas, Jr.*, *G. W. Ashby*, *H. G. Bodsford*, *L. M. Bowles*, *E. H. Brown*, *J. W. Brown*, *J. P. Callahan*, *Avery Clement, Jr.*, *J. L. Fulk*, *A. H. Hutchens*, *J. B. Ledford*, *K. F. Martin*, *W. A. Morton*, *J. A. Neal*, *J. N. Pegram*, *W. B. Ratledge*, *L. W. Sain*, *J. T. Smith*, *E. W. Story*, *A. E. Wall*, *F. A. Wall*, and *H. W. Wall*.

OFFICER Engineer *Joe Lowry*, his wife Pam, and little daughter Pam are ready to move into their new dream house which was recently completed.

SICK LIST . . . *Paul I. Grimes* has been seriously ill since the first of the year . . . He's a member of *W. S. Sizer's* engineering party at Lexington; we hope he is much improved . . . *"Captain Jimmy" Morris*, road maintenance supervisor in District Two, is much better and rarin' to get back to work . . . Shovel operator *E. C. Caudle* was out sick for several weeks . . . Foreman *G. A. Crutchfield* returned to work in May after an illness of several weeks . . . *J. H. Graham* and *R. L. McCrary*, both suffering from broken legs, are home from the hospital; it will be some time before they return to work . . . Shovel operator *H. D. Danner's* daughter, Merlie Elaine, suffered a badly bruised arm when she got it caught in her mother's washing machine.

A FREAK accident, May 24, in Walnut Cove claimed the lives of *Herbert A. Hill*, 48, and *Lemmie Tilley*, 51 . . . *Hill* was killed instantly while Tilley died a week later from his injuries . . . Their truck



Retired section foreman F. A. Dancy and his wife, Wadie W. Dancy, have set a marital record. They've been married 64 years. Dancy is 83; his wife, 84. They were married February 9, 1890. He worked many years in the Eleventh Division.



When the Pitt County chapter of the NCSHEA held their quarterly meeting, June 4, in the Highway Garage at Greenville, Ada Briley and G. A. Taylor, Jr., entertained the group with a rendition of "When You Wore a Tulip."

After a barbecue chicken dinner, Pitt County health officer, Dr. Walter C. Humbert, told the group of the dire need for blood donors and called for volunteers.

More than 150 highway employees, wives, and guests were present. Special guests were Mr. and Mrs. Otis Banks, Mr. and Mrs. K. R. Scott of Greensboro, Mr. and Mrs. P. A. Jenns of Kinston, Mr. and Mrs. P. L. Sasser of Burgaw, and Mr. and Mrs. W. J. Davis of Tarboro.

K. R. Scott, past State president, told the group of the present retirement plan for highway employees.

Records were used for five song and dance numbers. Pantomimists included Bratha Abee, Nettie Yohn, Bobby Wadford, and Billy Cannon in the "Secretary's Song;" Betty Credle and Johnnie Pollard in "A Porter's Love Song to A Chambermaid;" Lillian Catlett, Joe Clark, Inez Wilson, Lloyd Wilson, and L. C. Bunch, Jr., in "Bell Bottom Trousers"; E. D. Credle, Anne Askew, H. L. Briley and Marjorie Bailey were the dancing chorus when Ada Briley and G. A. Taylor, Jr., sang; and Bratha Abee, Nettie Yohn, L. C. Bunch, Jr., and Lloyd Wilson danced while Charles Yohn sang "Beale Street Mama".

struck a manhole which threw the men onto the ground . . . A car ahead had displaced the cover of the manhole . . . The truck wheel struck the cover in such a way to turn upward striking the housing on the rear axle . . . Two other men in the truck were only slightly injured . . . To the families of *Hill* and *Tilley* goes our deepest sympathy.

SYMPATHY also goes to *Mr. and Mrs. Ralph Wright* in the death of their infant son in March; *Wright* is a road oil employee . . . To the family of *J. M. Horn* of Mocksville, former superintendent of Davie Prison Camp for 15 years and supervisor of prisons in the old Eighth Division, who died May 29, in a Winston-Salem hospital; he will be missed by all who knew him . . . To the family of *Clyde C. Poole* who died May 27; he worked with the Highway Commission from 1931 until 1950 when he retired on disability.

MAINTENANCE Supervisor *Fred Everhart* of Davidson recently took himself a new bride . . . Many years of happiness to *Fred and Mrs. Everhart.*

CONGRATULATIONS to *Mr. and Mrs. C. R. Boggs* of District One upon the arrival of their new baby boy.

JUNE GRADUATES . . . *Becky Fitzgerald,* daughter of *Mr. and Mrs. R. B. Fitzgerald,* and *Zeb Stewart, Jr.,* son of *Mr. and Mrs. Zeb Stewart,* just graduated from Reynolds High School in Winston-Salem . . . Becky plans to enter The Woman's College this fall; Zeb will go to UNC.

DIVISION TEN

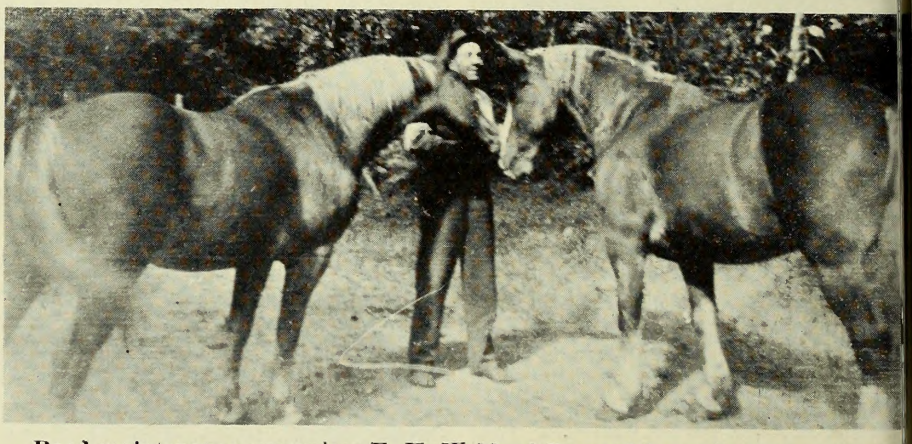
CHARLES R. SMITH
Division Correspondent

THE MECKLENBURG County chapter of the N.C.S.H.E.A. held a barbecue supper the night of May 27 . . . The meeting was held in the highway employee clubhouse in Charlotte . . . Guest speaker was Ben E. Douglas, head of the State Board of Conservation and Development . . . As a former highway commissioner, Douglas gave an interesting and informative talk . . . He presented service pins to the following men: *Fred M. Barrier,* 15 years; *Harry G. Long, H. N. Jamison, Fred B. Payne,* and *Henry F. Griffin,* five years . . . Officers elected were *Harry G. Long,* Chairman; *Floyd Penninger,* Vice-Chairman; and *Earl J. Brinkley,* Secretary-Treasurer . . . The following deleg were elected to the Unit Convent *H. M. Burgin, J. F. Blythe,* and *H Shelton* of Maintenance; *G. T. Sti* of Prison Department; *Logue Mc* Sign; *Tommy Lemons,* Bridge; and *Staton,* Construction . . . *Mr. Bu* reported on the effects of the pen Federal legislation on Social Securit it affects State employees.

THE PARENTS of *Syrella Pic* stenographer in the division office, e tained some of her fellow employee a luncheon in a cabin near their h . . . On hand for the June 4 luncheon *M. E. Beatty, J. G. Bright, C. R. Sm Mrs. Louise Whitley, Mrs. Raym Russell, W. T. Smith,* and *E. M. Fini*

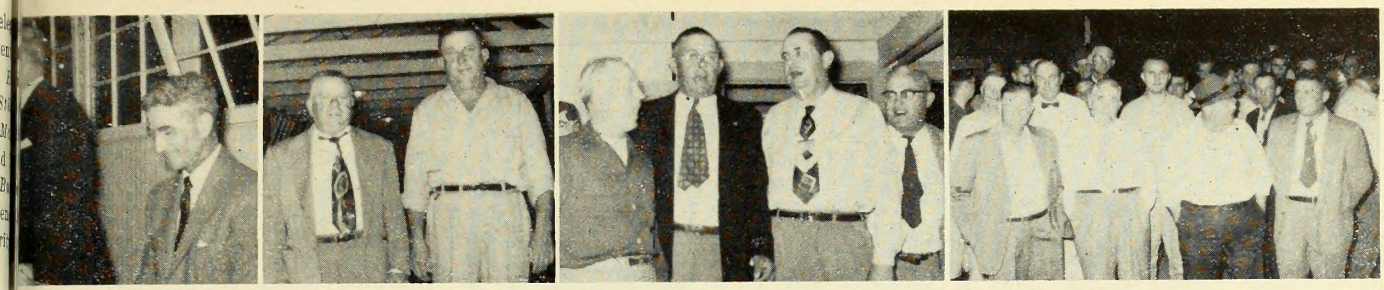
VACATIONS . . . *P. R. Ingold* family spent a May week-end fishing f the pier at Windy Hill Beach, South C lina . . . They returned with a fine c of spots, blues, and black bass; *Ingold* made the prize catch—a four one-half pound bass . . . *P. P. B* enjoyed several vacation days by rela at home . . . *W. M. Crowder* spent f days in April fly fishing in Valusia Lake County, Florida . . . *E. J. Smith* his family to Myrtle Beach for a week-end . . . *Mr. and Mrs. Claude Rog* spent some time in New Jersey when t attended the wedding of their daught

GET WELL wishes go to Superin dent *L. W. McConnell* of the Huntersv Camp who is convalescing from typh fever . . . To Guard *Sam Stillwell* who been out sick . . . To *Jeff B. Williams* Equipment in Charlotte who was h pitalized twice in recent weeks . . . *Lorene Ridenhour,* daughter of Road



Road maintenance supervisor E. H. Webb of Brevard has a hobby—a beauti farm at Penrose which is operated by tenants. He is especially fond of his "pet two handsome horses.

Webb started with the Commission back in 1927 as a superintendent in co struction. In 1931, he was made a maintenance supervisor. For three years, he w district engineer of Polk, Henderson, Transylvania, and Haywood counties. Wh the divisions were changed, he was again a maintenance supervisor with hea quarters in Asheville. In his many years, he has worked in nearly all the weste counties.



When the Durham chapter of the NCSHEA had a barbecue 21, Oscar Barker, Durham legislator, spoke. That's ter Irving on his left, Donnie Sorrell, on his right. Next rty Hudson and Charlie King were the men who cooked barbecue for the meeting. Kirk Duncan joins his favorite rtet. From left, Wilson Tilley, Giles Crutcher, Dunean, Henry Alford. The last picture shows a group of Durham County maintenance employees who attended the meeting.

Also on hand were Auditor Sam N. Smith, Personnel Director Earl Crump, Resident Engineer Karl Andriessen, Otis Banks, and E. K. Powe, Durham representative to the 1955 Legislature. Dave Thomas, Haywood Goodwin, and Paul Mitchell came over from the Seventh Division. About 125 members of the NCSHEA were present.

man *C. R. Ridenhour*, who is recover- from pneumonia . . . To *Lee W. Wil- s* of Road Oil who was taking treat- ts in Durham for an old ailment . . . *R. E. Garrison* who suffered a heart ck and was confined at home . . . And *J. E. McWhorter* who is recovering n both pneumonia and a heart ailment . We hope that all these good people soon be well again.

. W. HOUGH is back on the job after illness of three weeks.

EST WISHES to the June Graduates . *J. B. Pridgen* attended graduation rcises of his son, Jim, at Salisbury h School . . . Road Oil Supervisor *T. Smith* saw his daughter, Glenda, duate from Badin High School, May she'll soon enter a nursing school in rlotte.

I. B. SIKES of Road Oil has moved family into a new apartment in desboro.

CONGRATULATIONS to *A. B. Hinson*, tion foreman, who was married to the ely daughter of *Martin L. Smith* . . . e couple are marking their home in ion County.

ASSISTANT Division Engineer and Mrs. *J. E. Doughton* are mighty proud of their daughter, Jody, who recently graduated from Wilkes Central High School.

DONALD KOONTZ, son of Road Oil Supervisor *H. E. Koontz*, was an elected delegate to Boys State which was held June 14 in Chapel Hill . . . Donald is a rising senior at Elkin High School.

CONGRATULATIONS to the proud parents . . . Inspector *William R. Pendleton* and wife have a son, William B., who was born March 30 . . , *Mr. and Mrs. Stewart Canter* have a little boy, Rex Barry, who was born April 7.

SPEEDY recovery is wished truck driver *T. C. Hauser* who burned his hand painfully . . . *J. C. Bray*, gang foreman, who was recently hospitalized . . . Patch foreman *W. D. Walsh* who was sick at home for some time . . . Truck driver *H. T. Staley* who is convalescing at home from a recent stay in a Statesville hospital . . . Gang foreman *J. B. Williams* who is home now after being hospitalized . . . And *Sim Bullis* of the sign department who has returned from the hospital.

IT'S GOOD to see motor grader operator *G. C. White* back on the job after a three week illness.

THE J. H. COUNCILLS accompanied Commissioner and Mrs. *Ralph Winkler* to the meeting of the Highway Commissioners in Manteo, April 29 . . . They enjoyed a motor trip down the Outer Banks.

HAPPY BIRTHDAY to the men, and the dates, who celebrated birthdays in July: *William Thomas Duffey*, first; *John Lakin Goss*, second; *Clark Ellis*, third; *Arnold Spears*, ninth; *Frank Turbyfill*, 14th; *Henry Carswell*, 16th; *Roy Baird*, 17th; and *Paul James Freeman*.

BIRTHDAY wishes also go to these men who have birthdays in August: *Russell Cornett*, sixth; *Earl Crittendon Norris*, eighth; *Wiley Thomas Bare*, 13th; *Gerald Ernest Dula*, 13th; *Fred Earl Edminsten*, 15th; *Andrew Jackson Baird*, 17th; *David S. Faw*, 20th; *Dewey Mitchell*, 21st; and *James Arvel Lyalls*, 29th.

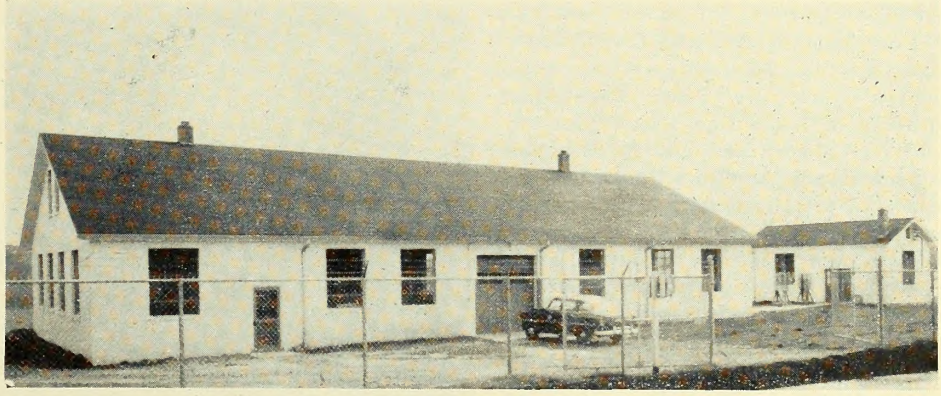
SPECIAL wishes also go to *Pete Justus* on July 30 and John Ellis on August fifth for their birthdays.

DIVISION ELEVEN

CORA LEE McLEAN
Division Correspondent

ROADSIDE table appreciated . . . rry County employees recently found e following note on a roadside table: hanks for the nice table . . . Wish my ends from Columbia, South Carolina, uld see how nice it is kept . . . Signed: s. T. A. Denny of Columbia."

MEMBERS of the N.C.S.H.E.A. in atauga, Ashe, and Wilkes Counties met their respective counties recently . . . ch elected new offices . . . Each meeting s topped off by a delicious meal . . . atauga even reported a steak dinner!



The new Fifth Division sign shop was recently completed in Durham. The shop which cost about $18,000 provides facilities for sign-painting, storage and a headquarters for centerline operations in the Fifth. Damaged road signs are repainted in the little building on the right. Fifth Division Sign Supervisor Ben Wheeler is pleased with his new layout. Lloyd Cutting directed prison-workmen in building the shop.



The Craven-Jones Chapter of the NCSHEA held their May meeting at the Neuse Manor on the Kinston Highway. The Stallings Brothers of New Bern graciously donated, free of charge, the whole upstairs of the Manor. The guests had a choice of barbecue pig, barbecue chicken, or a seafood platter prepared by Mr. and Mrs. Fred Rouse. Fred is a field mechanic at the District Two shop.

Sibyl Smith, secretary-treasurer of the chapter, served as m. c. It was Ladies Night. The group was entertained by seven children from the Rose School of Dancing in New Bern. From left above, Marilyn and Lewis Holt gave a brother and sister dance; Susan Gaskins, Donna White, and Priscilla Rose tap danced; and Jimmie Jones and Danny Kellnm of TV fame tap danced. Jimmie's mother accompanied on the piano all the children for their dances. The dances were thoroughly enjoyed by the group.

Special guests were J. L. McDonald, J. G. Gibbs, E. D. Credle, Anne Askew, Bratha Abee, and "Sunshine" Waters, all from the Pitt chapter.

THE ALLEN *T. Whittingtons* plus family have returned from an 18-day trip to the west coast.

GANG subforeman *R. W. Collins* recently "robbed" his bees . . . The angry bees stung two of his valuable coon dogs, killing one . . . We live and learn.

SYMPATHY goes to Supervisory Foreman *S. C. Holder* in the recent death of his mother.

DIVISION TWELVE

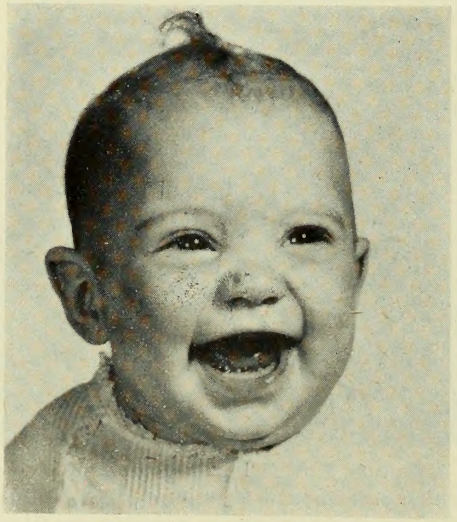
JEAN CLINE
Division Correspondent

WHEN the Farm and Home Week was held in June in Raleigh, *Lois Barkley Knox* was on hand to see her little country church, St. Paul's Evangelical Lutheran of Route One, Statesville, win a third place certificate and $50.00 award in a contest for the "Rural Church of the Year" in North Carolina . . . The contest for the Town and Church Development Program was sponsored through Emory University . . . *Lois* prepared a report in scrapbook form of her church's activities . . . More than 100 Tar Heel churches were in the competition.

VACATIONS . . . Gang foreman *"Felt" Walker* of Cleveland County took his family on a fishing trip to Carolina Beach . . . Maintenance supervisor *J. I. Church* and his family visited relatives in Scottsville for several days.

RESIDENT engineer *P. L. Cantrell* attended his class reunion at North Georgia College at Dahlonega, Georgia, in June.

GET WELL wishes go to *Ed Traylor* who is home from the Charlotte Hospital . . . To the wife of *D. H. Spangler* and the wife of *Henry C. Hastings* who were recently hospitalized . . . To the two-year old son of *J. E. Mayberry* who was hospitalized after swallowing over 30 aspirin tablets . . . To *C. A. Matlock*, veteran Alexander County employee, who was out three weeks after an operation . . . To



This delighted little lady is Karen Poston, daughter of the Claude A. Postons of Shelby. Her dad, Claude, is an equipment employee.

H. I. Tomlin who was hospitalized w painful injuries after an accident wh a tire blew out on his truck . . . And *Mrs. John Bradburn* and *Mrs. C. Honeycutt*, wives of Iredell County ployees, who were recently hospitalized

BACK ON THE JOB . . . Iredell Cou truck driver *Roy Lee Harris* is back af a six week illness . . . Iredell Cou foreman *J. B. Murdock* has recove from a painful back injury . . . Anotl foreman, *W. R. Tillery*, is on the job af an appendectomy . . . *Clyde Poston*, of Construction, is recovering from operation in April.

WELCOME to new Road Oil employ *Lawrence James Adams*, who came w the Commission, May 1 . . . To *Coy Jan York* who went on the permanent payr in April . . . And to *Gaston Cecil Rupard* District Two employee, who is on the j after a two-year military stint.

DISTRICT Engineer *P. D. Miller* mov June 1, into his recently completed ho on Holland Drive in Statesville.

NEW FACES . . . *Lois Knox* w excited over the birth of twins, May to her niece . . . *Mr. and Mrs. R. R. Re* of Lincoln County are the proud pare of a baby girl who was born April . . . A son, Dennis Michael was born *Mr. and Mrs. E. A. Bunton* of Statevil March 28 . . . The *R. W. Connolly's* a nounce the birth of a boy, Robert Jerom April 26.

THE FOLLOWING Equipment e ployees recently received service pin *James Arndt Ballard* and *James Yat Finger* for ten years; *Ray Carmy Sho James Lay Speigle*, and *Bliff Willia Rogers* for five years.

SYMPATHY is extended *F. E. Grey* Equipment in the recent loss of his wif

DIVISION THIRTEEN

DAN TURNER
Division Correspondent

THE CONSTRUCTION Departme organized a chapter of the N.C.S.H.E.A May 14, at the Lake Tahoma Steak Hous . . . The following officers were elected *Roger S. Franklin*, chairman; *Georg Prescott*, vice-chairman; and *A. L. Nea* secretary-treasurer . . . After the meetin the group had a delicious steak supper.

DISTRICT Engineer *B. S. Connelly* an his wife journeyed to Sanford, Florida for the wedding of their son, Bobby, t Dorothea Fackett, May 1 . . . The youn couple will live in Key West where Bobb is stationed with the submarine branc of the Navy.

SPEEDY recovery is wished *Mrs. Dell Banner*, typist clerk in the District Tw office, who has been sick since March . .

laude Owenby and *Harry M. Hunt-r*, Buncombe maintenance employees, have been out sick . . . And *Kenneth* and his daughter, Rebecca, who quarantined with the mumps.

MPATHY goes to Assistant Division neer *J. T. Knight* in the death of his er, Mrs. Harriet Knight, May 19, at home in Asheville . . . And to *Mrs. ell Thompson* in the recent death of ather at his home in Tryon.

AN TURNER, Division correspondent ROADWAYS, just received his five-year ce pin.

ELCOME to *Roland Peek*, Madison nty maintenance employee, who is on the job after a four month ss.

RS. MILDRED GARDNER, Right-of- employee, is back at work after a vacation in Daytona Beach, Florida.

HE KENNETH E. BOWMANS of ion announce the arrival of a son, ard Lee, April 18, at the Marion eral Hospital.

AY 7, the Buncombe County highway loyees met and organized a county ter of the N.C.S.H.E.A. . . . They ted the following officers: *H. G. erts*, chairman; *Paul H. Clay*, vice-irman; and *M. A. Compton*, secretary-surer.

DIVISION FOURTEEN

C. J. BECK
Division Correspondent

EVERAL employees had children duating from high school this year . *Mrs. Edith Sutton*, steno-clerk, is ud of her son, Bill, who graduated m Sylva Central High School . . . hway inspector *W. L. Jones* had a ghter, Audrey, who also graduated m Sylva this year . . . Motor grader rator *Carl Phillips* had his share of itement this summer . . . His son, Guy, and daughter-in-law, Willa Jean, both graduated from McKee Training School at Cullowhee . . . Then his daughter, Clara Jo, graduated from Western Carolina College with a B.S. degree . . . The very next week *Phillips* became the grandfather of a baby girl, his first grandchild.

MRS. DORIS HIGDON has returned to her work as a steno-clerk in the division office in Sylva after receiving her B.S. degree in business education from Western Carolina College.

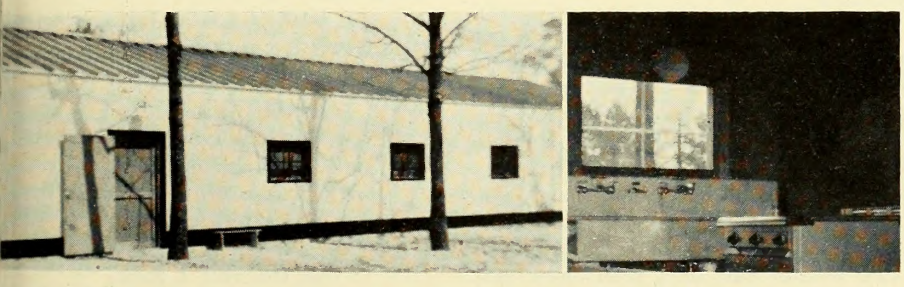
GET WELL wishes go to gang foreman *G. W. Clayton, Sr.*, who was out sick for several weeks . . . To truck driver *"Bassie" Wells* who was out sick for some time . . . And to *R. C. Whitesides* who was out six weeks after a heart attack.

THE FOLLOWING men retired July 1: Gang foreman *Grover W. Noland* of Haywood County who received a 30-year pin and had been a gang foreman since, 1941; *T. W. Rogers* of Haywood who had been with the Commission for 29 years and a gang foreman since 1945; *Alonzo R. Chapman* of Transylvania County who had been a truck driver since 1942; and *Sam B. Allison* of Transylvania County who received a 30-year pin and been a gang foreman since 1948.

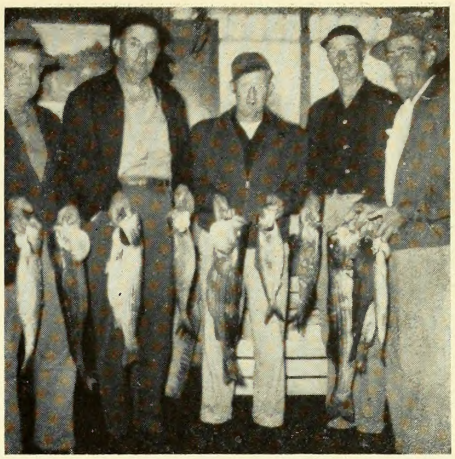
EMORY C. COX of Henderson County retired April 1, on disability . . . He suffered a stroke on the job while driving a truck . . . Fortunately he received no injuries from the accident . . . He's still partially disabled from the stroke . . . We wish him a speedy recovery.

JAMES M. BAKER of Henderson County is back at work after an absence of four months.

WEDDING BELLS . . . *Lucille Lemming*, daughter of *Mr. and Mrs. Pink Lemming* of Andrews, became the bride of *John Raxter*, son of gang foreman *Woody Raxter* of Andrews, May 15, at Blue Ridge, Georgia.



They're mighty proud of the new road oil building which has recently been completed. It's located in front of the Edgecombe County prison camp near Tarboro. They're especially pleased with the new stove in the right picture.



Here are the results of a recent fishing trip on the James River near Richmond. Clifton Ball of Bahama was host to the group. From left, Ball, and Kirk Duncan, Wilson Tilley, Walter Mangum, and Connie Vaughan—all highway employees from Durham County.

Park Dedicated

A new roadside park near Claremont was formally dedicated Sunday, May 16. Judge Wilson Warlick was the dedicatory speaker. The park was officially named Connor Recreation Park in appreciation of the property deeded by the Rowell Connor heirs to the Highway Commission.

Judge Warlick paid tribute to the Catawba Historical Association, the Newton-Conover Chamber of Commerce and the Highway Commission for establishing the park and preserving the old Bunker Hill Bridge. He commended the Claremont Lions Club for sponsoring the dedication. Coyte Carpenter, the club's president, was master of ceremonies. Harry M. Arndt, superintendent of county schools, introduced the judge.

The park is equipped with picnic tables, drinking fountains, outdoor ovens, and rest room facilities. There has long been need for such a park in the area.

After the dedication, a picnic lunch was served. Among those attending were Mrs. Connor; Mrs. Bolick and her daughter, Raenelle; Commissioner and Mrs. June Scarborough; Mr. and Mrs. P. D. Miller; Mr. and Mrs. P. J. Corpening; Mr. and Mrs. Ivey Curlee; and Joseph Graham, past highway commissioner of Iron Station, and Mrs. Graham.



Traffic Engineer Robert Burch is mighty proud of his large plant in the office. He even has a piece of driftwood to serve as a trellis for the vine. It is one of the most unique potted plants in the Raleigh highway building.

ROADWAY

(Continued from page 2)

Park says that any road construction within a city or town takes more time to plan as many existing facilities, e.g., drains, walls, steps, houses, sewer line, and poles must be skirted or removed from the right of way. The design work is more detailed since each obstruction must be allowed for.

The first concern of a squad leader is to prepare plans for a field inspection. These partially-completed plans are mostly in pencil as they are subject to frequent changes from unforeseen conditions. When the field inspection plans which usually take from one to three weeks to prepare are complete, prints are sent to the right-of-way department. Then the right-of-way engineers start contacting property-owners along the route to acquire the needed land.

Federal Funds

If federal aid funds are to be used on a project, the plans must go to the Bureau of Public Roads for their inspection and approval. A copy of the plans is sent to the division engineer directly concerned with the project. He goes over the proposed route on the ground and determines if the plans are satisfactory. The men in the field make many recommendations which may cut down on property damage. They also clear up any questions which arise from the notes.

The field inspection takes from one to three weeks. If line shifts are recommended, the field prints may be studied for some time. However, when the plans are returned promptly with few corrections or changes, the roadway designers may complete the final plans in one to two weeks.

There's little lost motion in roadway. While the plans for one job are out for a field inspection, the roadway squad is busy on another project. Often, a squad will have three or four projects on the drawing board at one time.

Set of Plans

What makes up a set of plans? A usual set of plans contains a title sheet giving the exact location and description of the project, the length of the roadway, the number of drainage structures, an index of the sheets, the width of the right of way, and the conventional signs.

Road design standards have changed with the times. Back in the twenties, a 16 to 18 foot-wide road was considered a high type road. Today's standard primary highway has a 24-foot-wide surface. The designers are guided by set and approved geometric standards.

A typical section sheet gives the width and depth of the base and pavement, the width of the shoulders and ditches, and the slopes of the cuts and fills. In the mountains, the cuts must be deeper to catch the slope. Cuts are often 1:1 (one foot out to one foot down). In rock, the proportion may be ¼:1. On fill slopes, it's often 1½:1 and may go to 4:1. Designing a road with the correct slope reduces later maintenance and wash of the fill.

Bid On Unit Price

A summary of quantity sheet gives in detail the computations and locations of the various items required for the construction of a project. Bids are taken on a unit price for each particular item. The final estimate of how much the Commission pays for a job is based on the work actually performed and the materials actually used. The unit price is the main factor in determining the final cost of a job. Roadway final estimate engineer M. C. McEwen, assisted by Jimmy Coiner, spends his entire time checking final estimates.

A typical plan sheet is divided into two parts. The top half is usually drawn to the scale of one inch to 100 feet or one inch to 50 feet. Clearly shown are the center line of the roadway, the right-of-way lines, the curve data, the property lines, homes, buildings, woods, poles, connecting roads, drives and all other topography along or adjacent to the project.

The bottom half of a plan sheet contains the profile or side view of the center line and the proposed grade line. It is drawn to the scale of one inch to 100 feet horizontal (across) and one inch to ten feet vertical (up and down). bench marks, length and detailed des tion of the various sizes of pipe culv box culverts, and bridges are given. amount of necessary excavation, emb ment and borrow quantities of earth are given.

Park says balancing the earth quantities is one of the main problem roadway designing. His draftsmen designers must figure how much e to take out of one cut and put in a Often the grade line must be adjuste avoid waste and reduce the cost.

A cross section sheet shows the and fills that are to be made at station of 100 feet and at all break the center line profile. When the p have been drawn and completed by squad, they are turned over to the c draftsman and his assistant who caref check to see that the correct geome standards, methods and office pract have been used. When the chief dra man gives his stamp of approval, P makes a final review of the plans.

Special Provisions

The plans then go to Roadway Plann Engineer John L. Morson who is assis by A. L. Midgett, Bill Fulghum, and McMahan in preparing the proposals a drawing up the special provisions. Fr there the plans go to the reproduct room for blue printing. All blue printi micro filming and photostats of plans done in a specially-built room on the fi floor of the highway building. Paul Pe son guides the work of Charles Lassit Earl Williams, Claude Sugg, and Raymo Jones.

If the project has federal-aid partici tion, prints and proposals go to t Bureau of Public Roads for review, co ment and approval.

The project is now ready to be let contract. For many years, lettings ha been held on the last Tuesday in t month. The work is advertised for bi two weeks before the date of the letting.

Time

by

HUBERT GUY HILL

PEACHTREE MAINTENANCE SHE

Now, I'm over the hill
As the old song goes.
My fingers no longer
Can touch my toes.
My breath grows short
As I climb the stair,
And the gravy drips
On the vest I wear.
My knuckles swell
And my hairs grown thin,
But I've not lost the will
Nor the wish to grin.

lew Maps Out

he new highway maps, revised to
4, are off the press and being distri-
ed. If you want a new map, write
ect to the Location Department, %
te Highway Commission, Raleigh.

he maps which are free have been
nted in black and white. There have
n several changes since the last black
white highway maps were printed
1951.

he new map has a panel on the
erse side with detail sketches of Ashe-
e, Charlotte, Durham, Fayetteville,
ensboro, Raleigh, Wilmington, and
nston-Salem showing the streets over
ch US and NC highways have been
ted. Another panel gives the size and
ght laws of the State regarding trucks.
alties for truck weight overloading
clearly spelled out.

he "rules of the road" and the State's
ed limits are set out along with an
lanation of how the State Highway
rol is using radar, special patrols, and
narked cars to check on traffic law
lators. Schedules of the State's toll-
e ferries are shown. A mileage chart
ws distances between 63 main towns
cities. It's 543 miles from Manteo to
rphy.

en thousand of the new black and
ite highway maps have been printed.

NCSHEA

(Continued from page 6)

tional figures will be obtained, after
plications come thru regular channels,
d turned over to me for the personal
it to the applicant. I will, of course,
this in company with the applicant's
perior in that section.

MISCELLANEOUS—Many ask why
e 1-hour lunch in summer, why not
ntinue as in other months and get off
rlier? This is long practice in hot
eather; prisoners must have additional
st; officials feel the employees must
the heat of the day have more lunch
ne. Perhaps in the future, if law
esn't prevent on account of prisoners,
e officials will call for a vote among
ld employees and see what they might
sire — huh? CONGRATULATIONS,
r. P. D. Miller, on being voted most
luable employee this year and to re-
ive the McCrary Award; an outstand-
g honor, well deserved! HAVE
FFERED OUR SERVICES, and have
ked to be heard, to Mr. William Rod-
an, Chairman of the Committee on
eorganization of State Government;
el some changes in proposed reorgani-
zation might affect us as employees, so have asked for hearing before proposals are made final for presentation to the Governor.

RAMBLIN'—They tell me the only real cure for a bald head is—hair! Sounds logical. A monologue is a chat between husband and wife—conceit is a form of "I" strain that doctors can't cure—a man's horse sense deserts him when he begins to feel his oats—the honeymoon is over when a man eats onions whether his wife does or not. AND, one thing this country needs is an insurance policy written in ordinary English and in all large type. I'll be seeing you!

Otis Banks, Secretary



The Parsons, Brinkerhoff, Hall and McDonald engineering firm of New York has been holding two-day sessions in each highway division. This picture was made at the first such meeting. Front row from left, J. J. Gilbert, L. D. Webb, T. C. Liverman, W. N. Sprnill, D. W. Patrick, G. K. Mack, and T. J. McKim. Standing, from left, F. R. Panse, Curtis Hooper, Dan Aherne, C. C. Morris, Roger Leech, Charles McCullough, all with the Parsons firm and A. E. Bevacqua, and James S. Burch. Already the teams composed of the New York engineers and the engineers from the Division of Statistics have held meetings in Ahoskie, Greenville, Wilmington, Wilson, Durham, Fayetteville and Greensboro.

Bennett Appointed

State Prisons Director W. F. Bailey recently named Charles G. Bennett of Durham recreation supervisor for the State prisons system. He succeeds Fred Grigg who is now superintendent of the Butner Youth Center.

Bennett had been employed by Erwin Mills for the past 17 years, most of the time as recreation director at Erwin Auditorium. A native of Warrenton, Bennett is 49 years old. During his stay in Durham he was a popular figure in city-directed baseball, basketball and softball circles.

Bennett and Grigg played football together at Duke. Grigg was captain of the Blue Devils in 1926; Bennett was captain in 1927.

Mrs. Smith Passes Away

The Commission was saddened by the untimely passing of Mrs. Sam Smith of Raleigh, June 16. Funeral services were held at the Church of the Good Shepherd. The church was filled with the many sympathetic friends of the Smiths. The Rev. James McDowell Dick officiated.

Mrs. Smith was the daughter of the late Walter Woollcott and Lula Thiem Woollcott of Raleigh. Surviving besides her widower are a daughter, Mrs. Robert H. Grady of St. Petersburg, Florida; a son, Walter L. Smith of Charlotte; and a brother, Philip Woollcott of Asheville. Three grandchildren also survive.

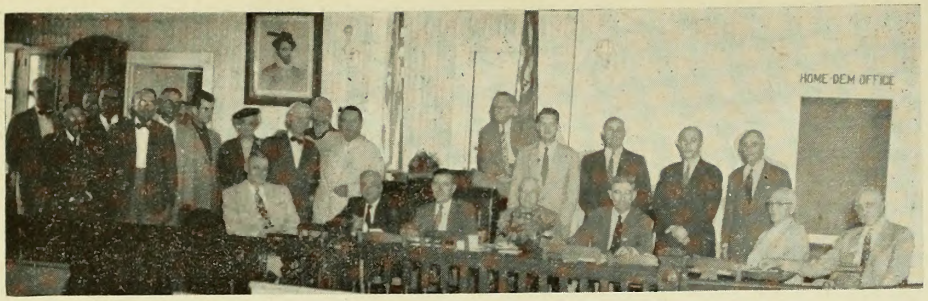
Pallbearers were Larry C. Brinkley, R. A. Wadsworth, D. J. Jones, W. C. Calton, Martin Green, Cecil Stearns, Maurice P. Thiem, and Wharton G. Separk, Jr. Burial was in Oakwood.

The grave was covered with a wealth of floral sprays and wreaths—a mute yet beautiful testimony to the respect, love, and deep sympathy felt by all highway employees for Sam Smith.

Open To Traffic

The new four-lane highway which runs from a point on US 19 and 23 about 3.5 miles northeast of Waynesville through Clyde into Canton has been completed and is now open to traffic.

Work on the big road which is 6.59 miles in length began in September, 1951. Approximate cost of construction has been $856,000.00.



Commissioners Meet in Manteo

In April the Commissioners met in Manteo and held their second out-of-Raleigh meeting since taking office in May, 1953. In line with the Governor's wish that the Commissioners should occasionally hold their meetings in different sections of the State to acquaint themselves with the overall picture on roadbuilding in the State, the Commissioners met in Asheville last August. This past April, it was the turn of the Commissioners in the East to show the progress and problems of coastal roadbuilding.

Emmett Winslow, Commissioner of the First Division, along with the Dare County Commission was host for the meeting. Nine of the 14 Commissioners made the trip to Manteo. Commissioners Trask, Lockey, Lindley, Scarborough, and Hardison were not able to attend.

The Dare County Courthouse in Manteo was the scene of the April 29 meeting. On hand to welcome the Highway Commissioners were Melvin Daniels, Bruce Etheridge, Mayor J. L. Murphy of Kill Devil Hill, County Commissioners Lawrence Swain and Will Lewark, Leith Fearing, Tax Supervisor Pennel Tillett, Lost Colony Manager Dick Jordan, Dare Farm Agent R. W. Smith, E. H. Mann, Ira Spencer, T. O. Sutton, John W. Midgett, and Aycock Brown, Dare publicity man.

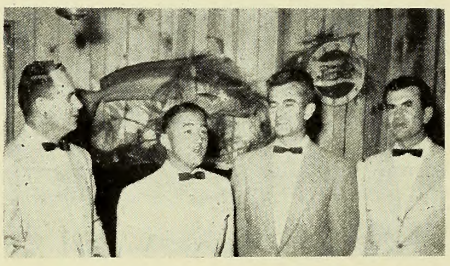
Winslow told the group that the Highway Commission recognized and hoped to solve the problems of the First Division. He cited the appropriation by the Governor of $750,000.00 out of highway surplus funds last year toward the construction of a long-wanted bridge across the Croatan Sound.

Daniels assured the Highway Commissioners that Dare was glad they had come. He said Dare was growing and much of this growth could be attributed to the efforts of the Highway Commission across the years. R. Bruce Etheridge, State legislator and a former director of the State Department of Conservation and Development also welcomed the Highway Commissioners and expressed the appreciation of Dare for the Croatan Sound bridge appropriation.

Highway Chairman Graham replying for the Highway Commission recalled that he had a hand several years ago in getting the Hatteras road started, and in building the new bridge over Roanoke Sound between Roanoke Island and the Outer Banks.

The Hotel Carolinian in Nags Head was headquarters for the commissioners, wives, and division engineers.

After a buffet luncheon Thursday at the Carolinian, the commissioners took a boat inspection trip to the location of the Croatan Sound Bridge. At the same time, the ladies were taken on a yachting trip around the sound. Before dinner, John Long, Julian Oneto, Ralph Swain and Lawrence Swain were accompanied by R. E. Jordan on the piano for some close harmony.



The unseasonably cold weather moved the three-day schedule up a day. The all-day fishing trip originally scheduled for Friday was called off. Instead, commissioners, wives and engineers drove down the new Outer Banks road. They crossed the Oregon Inlet on the "Governor U stead" ferry. They inspected the fine r through Cape Hatteras National Seash Recreational Area.

Dare County entertained the group lunch at Scottie's in Hatteras. The Ch man and Commissioner Winslow sp briefly. Allyn F. Hanks, superintenden Cape Hatteras National Seashore Pa explained plans for the park's deve ment.

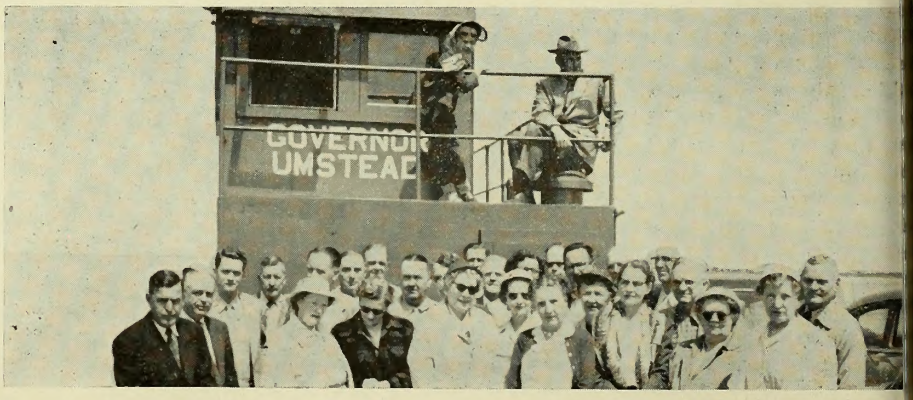
The Chairman Caught A 50-lb. Ocean Dru



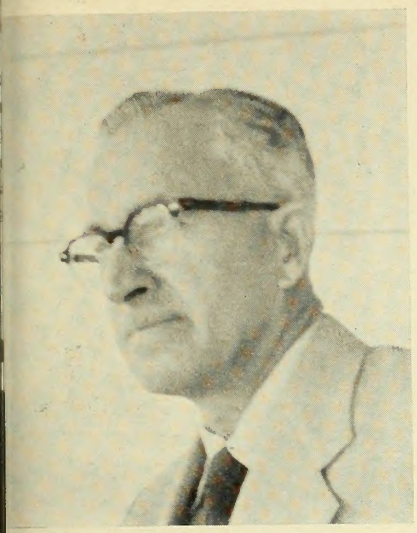
On the way back up the Outer Ban the group stopped long enough to insp the road to the Hatteras Lighthouse a Cape Hatteras. That night many pro nent citizens of Dare and nearby count joined the group for dinner at the Ca linian.

Credit for a pleasant, informative t goes to Commissioner Emmett Winsc and the Dare County Commissioners. T three commissioners from the mo tainous section of the State—W. Ral Winkler, J. Fleming Snipes, and Ha Buchanan—were on hand to see for the selves what bridges, ferries, and roa mean to the Outer Banks.

Commissioners and Party Cross Oregon Inle



ONOR ROLL OF 30-YEAR HIGHWAY EMPLOYEES



PAUL JUDSON CORPENING

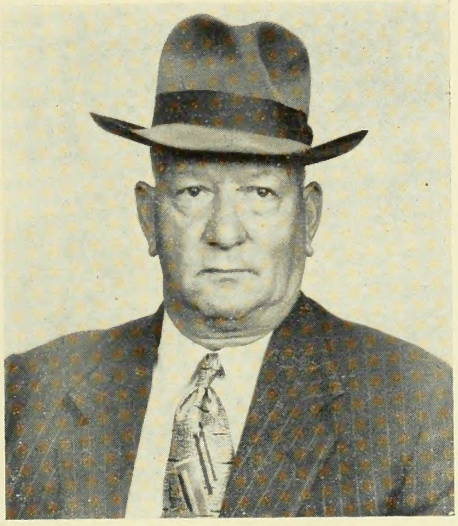
oad maintenance supervisor Paul Jud- Corpening began his highway work 10, 1924, as a helper to H. B. Ander- who was then classified as a "highway olman." They worked on NC 18 from Burke County line to Wilkes County on NC 17 from Catawba to Watauga nty line at Blowing Rock. Those were days when they used a Liberty truck plete with solid tires for machining dragging the soil type or "clay" ls. There were few hard surfaces . Corpening recalls that C. S. Currier ectionately known as "Pop") was dis- engineer at Winston-Salem and then in. In 1927, Corpening transferred he road oil department under super- r J. C. Northcott. They worked in Winston-Salem, Marion, and Asheville ricts.

1932, he was changed to an inspector worked first on Laurel River, Madi- County, and then in the Smoky ntains on a mixed-in-place job from Indian Reservation to Newfound Gap, nessee State line. His next work on oad from Dellwood to Soco Gap gave an opportunity to see mountain ntry "in the rough". In his words, e people, roads, and general conditions presented a far different picture n what we see 20 years later." In , he was transferred to Shelby under new setup to work with H. E. Noell nspection. Later Corpening was mov- to Statesville and promoted to his ent job as maintenance supervisor.

orn December 22, 1899, on a Caldwell nty farm, he is the son of Albert N. Eola Tuttle Corpening. He graduated n Lenoir High School in 1918 and attended Rutherford College from to 1920. He was married to the ner Winnifred Hoyle, February 12, . She was a South Carolina school her who had chosen to teach in the good Old North State. Today they live in Statesville and have one 15-year old son, Alexander Newton Corpening, who is named for both his grandfathers.

Corpening has been an active member of the Methodist Episcopal Church. He comes from a long line of ancestors who have been high in the annals of the church as preachers and missionaries.

He recalls, "there was no stock law during my first service in the mountains. While on a surfacing job from Lake Santeetlah to the state line at Deal's Gap in Graham County, we were bothered by livestock, particularly cows, coming down off the mountains at night. They decided the road was a good level resting place and would spend the night on same. The next morning, it took a heap of sweeping and cleaning to remove the natural results before the contractor could apply the hot material. Cleaning up after the cows was a major problem then along with our constant lookout for rattlesnakes."



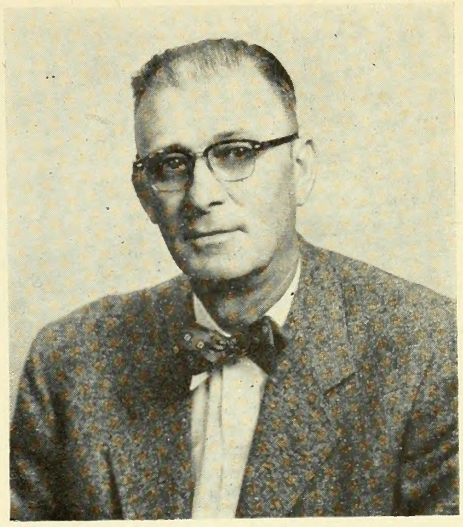
WILLIAM H. NEWTON

Bill Newton started with the Commission on a bridge crew back in 1922. Shortly he was given a section under John Lampley. He has been a section foreman ever since. In his 30 years of highway work he has worked on most of the main roads in Robeson County.

Son of R. M. and Mary E. Newton, the foreman was born in 1894 in Hamlet. His wife is the former Mary Britt. They were married in Dillon, S. C., March 10, 1917. Today they live at 113 Whiteville Avenue in Lumberton.

The Newtons are longtime members of the East Lumberton Baptist Church. They have five children: James H., Robert E., John E., Ruth G. Davenport, and Bertha Hayes.

Newton is a member of Lodge No. 114, A.F.&A.M.



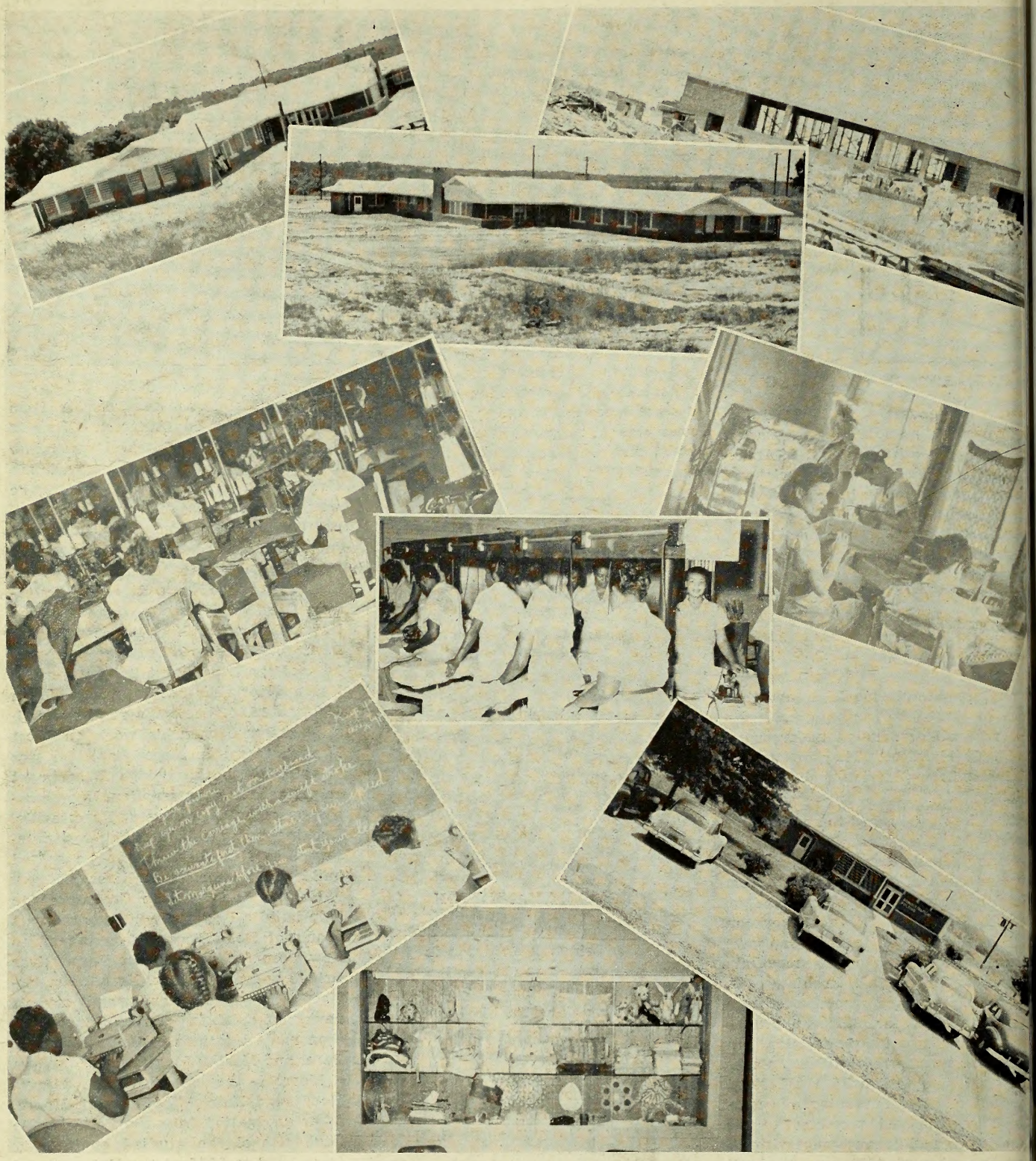
GUY WINSTON MOORE

Bridge Maintenance and Construction Superintendent Guy Winston Moore of Fayetteville started his highway career back in 1923 when he came with the Commission as a rodman. In 1930, he was promoted to junior resident engineer and worked on many important jobs, e.g., the roadway and structures from Goldsboro to the State Asylum, bridges over the Neuse River and Southwest Creek at Kinston, bridge over the Neuse River near New Bern, the North River Bridge below Beaufort on Route 10, and the Broadhurst Bridge over the Neuse River near Seven Springs. From 1930 to 1934, he was a resident engineer. After a month's work on West Market Street in Greensboro, he was transferred to the Bridge Department on prison camp construction. Upon completion of prison camps at Fayetteville, Rockingham, and Polkton, he was transferred to New Bern where he helped build part of the Trent River Bridge.

He was then sent to Greensboro to help build a large culvert over the east prong of Deep River. He returned to New Bern for work on the Trent River Bridge and approaches. Next, he supervised the grading and sand asphalt paving of a job in Pamlico County. He then made locations in Bridgeton, New Bern, and Martin County.

Moore is the son of William Samuel Moore and Emma Weathington Moore. After graduation from the Pollocksville High School, he studied engineering from 1918 to 1919 at the University of North Carolina. March 26, 1921, he was married to Hazel Ann Bender. They have one daughter, Lillian Leone Moore. The Moores are members of the Circle Court Presbyterian Church in Fayetteville; he's a deacon. Moore is a member of the N. C. Society of Engineers. He has been active in Boy Scout work. Moore is 54.

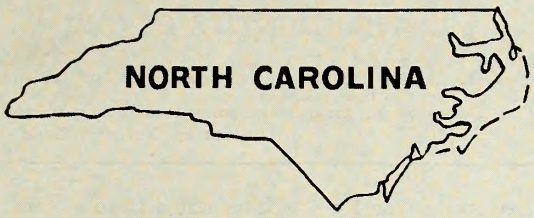
Building Program Nears Completion at Woman's Prison



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State Highway Commission
Raleigh, N. C.

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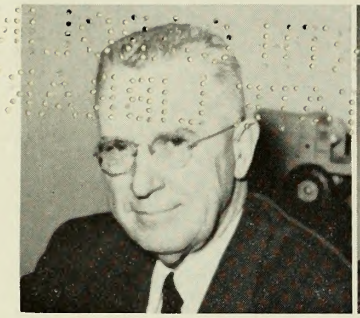
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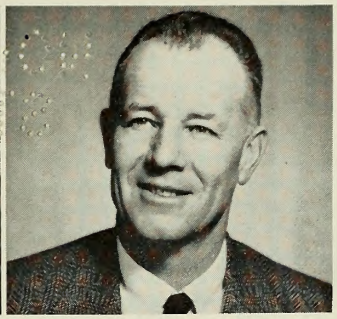


A MAGAZINE FOR EMPLOYEES
OF THE STATE HIGHWAY COMMISSION

SEPTEMBER - OCTOBER, 1954



B. W. DAVIS



IVAN HARDESTY

Engineers Transferred

B. W. Davis was transferred this summer from State Equipment Engineer to State Maintenance Engineer. At the same time, Ivan Hardesty who was District Engineer of the First District in the Fifth Division, was named State Equipment Engineer.

Both men have many years experience in highway work and are well-qualified for their respective positions.

Hardesty studied civil engineering at N. C. State College where he also played football. He came with the Highway Commission in the Location Department in 1928. He spent a year in the early thirties in the Construction Department, then went into the Right of Way Department. January 1, 1950, he was promoted to district engineer, in charge of road work in Franklin, Vance, Wake and Warren counties.

During World War II, he served in Europe as a colonel in the infantry. He was attached to the 30th and 84th Divisions. He entered service in September, 1940, and came out in February, 1946. He is now a colonel and regimental commander in the National Guard.

He is a member of the First Baptist Church and the East Carolina Engineers Club. He is 45.

Davis is a former president of both the N. C. Society of Engineers and the Raleigh Engineers Club. At present he is secretary-treasurer of the Southeastern Association of State Highway Officials.

He holds a civil engineering degree from Alabama Polytechnic. During World War I, he served with the Field Artillery. He came to North Carolina in 1919 as assistant city engineer for Fayetteville. In 1920, he joined the Highway Commission as a resident engineer and assistant division engineer stationed at Rocky Mount and Tarboro.

For six years, he was with the Nash County highway department. He returned to the Commission when the State took over the county road systems in 1931 and has served since then as equipment engineer, maintenance and equipment engineer and State Maintenance Engineer. He previously served as State Equipment Engineer before the job was assigned to S. C. Austin and he was placed in charge of maintenance. He returned to the equipment engineer post in 1951 when Austin left the Commission to become an officer of the Associated General Contractors. He is 59.

Hardesty's old duties as district engineer were taken over by J. P. Brown, maintenance supervisor at Bunn for Wake and Franklin counties.

Roadside Comment

In a recent editorial, the CHARLOTTE OBSERVER said: "Whatever the outcome, Governor Umstead's call for roadside beautification in North Carolina is breaking out all over with early promise.

THIS MONTH'S COVER

The dual-laning of US 70 between Durham and Raleigh is neari completion. Picture was made near the Raleigh-Durham Airport ro and shows how the new concrete highway branches out to allow ro and sight-distance for the motorist going to and from the Airport.

Picture by Margaret Burk

"Letters to Tar Heel editors and to the governor's of have been virtually unanimous in favor of the proposal, a offers of assistance have been made by a number of c organizations.

". . . the State Highway forces might well heed the p posal of Mrs. J. A. Odom that more care be taken in cle ing the rights-of-way for new highways and that exist trees along the road be preserved wherever possible.

". . . In any event, the campaign is well-conceived a the planning actively started. It just needs time to grow

NORTH CAROLINA ROADWAYS

A Magazine for employees of the North Carolina State Highway and Public Works Commission

Published Bi-Monthly By
THE HIGHWAY INFORMATION DEPARTMENT at Raleigh, N. C.

Volume V SEPTEMBER-OCTOBER Number

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J. Fleming Snipes, Marion
Harry E. Buchanan, Hendersonville

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Margaret Burk, *Editor*



Officials and Engineers Attend Road Dedication

A simple dignified ceremony marked e July 9, dedication of the new 6.15 ile link of US 70 between Ridgecrest d Old Fort.

Highway officials, engineers and civic aders gathered at the eastern end of e road at Old Fort. The ribbon cutting the new bridge was done by Joseph raham, highway commissioner of the d Ninth Division, when construction as started on the road, and Highway hairman A. H. Graham.

The motorcade then made an inspecon of the road up to Ridgecrest. A econd ceremony was held on the steps the administration building of the aptist Assembly. Mayor Earl W. Eller f Asheville was master of ceremonies.

The chief address was made by Supeior Court Judge J. Will Pless, Jr., of Marion. He stressed the importance of ne road as a safety and economic factor nd praised the work of the engineers who worked out the plans and directed he building of the road. He said it was magnificent piece of "imagineering." udge Pless expressed confidence that he new road would serve long and well nd that it would have a great influence n that section of the State.

Chief Locating Engineer R. Getty Browning discussed the engineering eatures of the new road, calling it one f the major road building efforts in he country from the standpoint of the oughness of the territory traversed and he amount of earth moved.

He praised the men of his staff for literally hacking a road location out of a mountain wilderness.

Robert Proctor, Marion attorney and State Senator, introduced Chief Engineer W. H. Rogers, Jr.

He paid tribute to the cooperation of the Old Fort and Ridgecrest citizens with the Highway Commission. Rogers said the project was only three years old and that it would take time for the high fills to settle.He pointed out that with cuts and fills of that size, difficulties may be expected from slides and settling. Such problems, he said, are just part of the operation of such a highway and that they must be expected in gauging the value of the road. He praised the work of the engineers who planned and executed the project. He recognized the following highway engineers who were present: W. M. Corkill, J. T. Knight, J. H. Councill, J. D. Peek, R. J. Albert, E. R. McGimpsey, J. E. Terrell, D. B. Rike, W. W. Wyke, B. S. Connelly, George Baskerville, C. P. Reeves, George McKinley, J. H. Chappell, Arnold Crisp, Garland Lloyd, George Prescott, and L. E. Whitfield.

Highway Chairman Graham said the project was neither equalled nor surpassed anywhere in the United States. He praised the grading contractor, W. E. Graham and Sons of Cleveland, saying the firm was not only a contractor but a *builder.*

He said many other sections of the highway system are outmoded and antiquated and because of this it is hard to carry out a successful safety program. He asked the group for their support and cooperation in a Statewide good roads program.

Major C. A. Speed, director of the Safety Division, State Highway Patrol, said the new highway was designed to protect life and urged greater caution on the part of drivers.

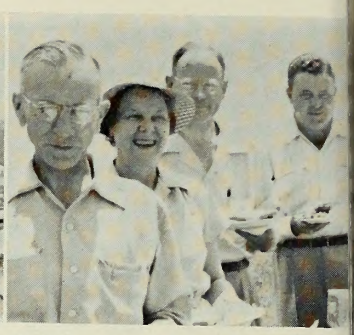
J. Fleming Snipes of Marion, Commissioner of the Thirteenth Division, recognized Commissioners Harry Buchanan, Ralph Winkler, and C. A. Hasty, at the luncheon that followed the ceremony. Other participants in the dedication were Mayor L. Riddle of Morganton and Dr. S. S. Cooley of Black Mountain.

In commenting on the new road between Old Fort and Ridgecrest, the ASHEVILLE CITIZEN said "It was literally an earth-moving project—this heavy grading and careful construction. Some years ago, R. Getty Browning, chief locating engineer of the State Highway Commission, made his first informal survey of the new route, going by foot over the six-mile stretch of valley and peaks.

"On that mountain-climbing trip, the surveyor's vision took mental form that is now a great and serviceable reality to local communities, and to national visitors and interstate commerce."







Above pictures were made at the picnic for supervisory personnel of the Eleventh, Thirteenth, and Fourteenth divisions which was held Friday, June 25, on Roan Mountain. Mr. and Mrs. John Ellis, on the left, were keenly interested in the picnic and did much toward its preparat "Miss Bessie" was serving roast beef. The second third pictures show the folks heaping their plates some of the delicions food.

State Adds Two Boats

This summer two new ferries were put in operation on the Oregon Inlet. In June, the "Lindsay C. Warren", honoring the former First District Congressman of Washington, N. C., who recently retired as Comptroller-General of the United States, joined the "Governor Umstead" in ferrying vehicles across the Oregon Inlet.

Then in August, the "Conrad Wirth", honoring the director of the National Park Service, was put in operation. Each of the ferries has a capacity of 22 automobiles.

The three new and modern LCU-converted ferry craft operate on the 15-minute water-link of the Nags Head Hatteras highway.

The two newest vessels were named in honor of men who have been very active in the development of the Outer Banks from a state of isolation into a growing resort area.

Roadside Group Meets

The special committee on Roadside Planting held its first meeting August 6, in Raleigh. The Governor opened the meeting by reviewing his ideas on tree planting. He said that he realized the job couldn't be done all at one time but would require careful planning.

State Forester Fred Claridge offered tree seedlings which are available and suitable for roadside planting.

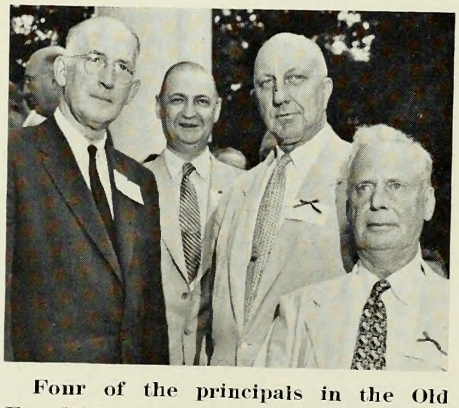
Landscape Engineer Frank Brant said "we should take stock and find out what we already have in trees along the highways." He estimated it would cost between $2,000 and $2,500 per mile to plant trees along existing highways. He compared that figure with the cost of selective cutting and trimming of native growth which would be between $150 and $300 per mile. He felt any extensive tree-planting program should be uniform in standards though differing in type of trees planted in each section of the State. He didn't feel that chemical sprays as such (which have been used by utilities to kill roadside vegetation) should be abolished but he did urge discrimination and control in their use.

Chairman Graham requested all utility companies to stop using poisonous sprays along the highway rights of way. He felt that indiscriminate killing of roadside vegetation should be stopped although selective spraying would be permissible in certain localities if approved by the highway landscape department.

Mrs. J. A. Odom of Durham, representing the North Carolina Federation of Women's Clubs, suggested *leaving* as many trees as possible when new highways are built.

Also present and taking part in the discussion were W. E. Black, Jr., of the N. C. Utility Coordinating Committee; Mrs. R. N. Simms, Roadside Development Chairman of the N. C. Garden Clubs; Dr. J. B. Gartner of the State College Horticulture Department; T. B. Wilson; and J. A. Saunders. Commissioner Donnie Sorrell was the member of the special three-man c mittee on use of chemical sprays appo ed by Chairman Graham who could present. The other two members of special committee are Commissio Emmett Robinson and June S borough.

The group will meet again be making definite roadside recommen tions to the full Highway Commission



Four of the principals in the Old Fort-Ridgecrest Road dedication were Judge J. Will Pless, Chairman Graham, Chief Engineer Bill Rogers, and Joseph Graham, past highway commissioner.

Picnic Held On Roa

Mitchell County maintenance for held their annual picnic in the beauti rhododendron gardens atop Roan Mo tain, June 25.

The picnic originated many years a when the men, truck drivers and fo men who worked the road up to Carv Gap, ate their lunch together at the G Later county foremen and supervis were asked to join them. Next distr engineers were included. This ann affair grew to picnic size and about 1 persons were on hand for this Ju affair.

Avery County employees have parti pated in the picnic for many years. Th have been generous in contributi cakes and pies. Mrs. John Ellis is alwa remembered for her delicious roast be

Fred Hollifield, Supervisory Forem in Mitchell, was chairman of arrang ments. He and his maintenance forc were important factors in the successf picnic. John Ellis and Sid Connelly ac ed as hosts. The wives, of course, pr pared the food.

Among the guests were Chairman ar Mrs. Graham from Raleigh, Commi sioner and Mrs. Snipes from Mario Commissioner and Mrs. Winkler fro Boone. The division engineers from th Eleventh, Thirteenth and Fourteenth— J. H. Councill, W. M. Corkill, and G. Page—were on hand with their wives.

Running Woman's Prison is 24-Hour Job

. D. Hinton, Superintendent of oman's Prison, and his assistant, len Reinhardt, have not only the re-nsibility of running the prison on a hour, seven days a week security is but the job of keeping the 300-) inmates busy in productive work.

At the Woman's Prison there are ee inmate work programs: the com-rcial sewing room, the laundry, and farm operation. The main purpose the work programs is the production goods which may be used in the thing and feeding of prisoners. In lition to the great financial saving to State, the work programs teach inmate a useful trade which may alify her for a job after her release.

Social rehabilitation is stressed as the son officials strive for a change or at st modification of the basic social itudes of the inmates. It is an uphill d often discouraging struggle. How-er, the average repeater rate (inmates o are released, break the law, and e returned to Woman's Prison) is only per cent which is somewhat below e men's rate of returnees.

There is a well-organized system of ocessing each new inmate. She is in-rviewed, given a physical examination, d then classified for work according her ability and past experience.

Commercial Sewing Room

About 75 inmates work in the big, ell-lighted commercial sewing room. ie most modern cutting and sewing achines hum as the girls turn out the isoner and guard uniforms—enough clothe the entire State prison popula-on of over 10,000! Jesse Self, super-sor of the commercial sewing room, rects the work of the girls.

Under the direction of a matron, nother 68 girls work full-time in the ison laundry. There they wash and on all the uniforms for both inmates nd guards not only at Woman's Prison nd Central Prison but also for eight ad camps. Even though the laundry crowded and outmoded in many ways, e girls turn out an average of 75,000 unds of laundry each month! Prison ficials hope to have a new laundry ant some day which would better this cord by stepping up the production nd efficiency by a more orderly assem-y-like arrangement of machines.

Farm Operations

Farm foreman J. W. Perry directs the rming operation at the prison. Under is guidance, wheat, barley, oats, pota-oes, beets, cabbage, peas, onions, rnips, corn, cucumbers, cantaloupes, watermelons, field peas, and pumpkins are grown. Under the supervision of a matron, some 35 to 40 girls, with farm backgrounds, help in the hoeing, chopping, and gathering of the produce. Another 20 girls work in the small prison cannery where the vegetables are canned. Six steers were fattened this summer on prison pastures while 60 pigs were also raised. Every eight weeks, about 4,000 chicken biddies from a commerical hatchery are brought to the prison. The fryers are fattened till they weigh about 2¼ to 2½ lbs. dressed. The layers produce about 240 eggs daily. There is even a rabbit raising program which mushroomed from a pair of white New Zealand rabbits.

The farming operation at Woman's Prison has been so successful that enough food has been raised and canned to feed not only the inmates and staff there but also other prison units.

Beautify Grounds

About 20 inmates maintain and beautify the prison grounds by mowing, weeding, hoeing and watering the grass and flowers. The neat grounds prove the value of this work.

Some 16 girls are brought into Raleigh early every evening to clean the offices of the prison department and the offices in the new highway building.

Another 30 girls work in the prison kitchen on the preparation and serving of meals. The long wooden tables and benches usually found in road camp dining rooms have been replaced with tables and chairs for four.

About 18 girls are assigned to housekeeping work, cleaning the inmate living quarters (cell blocks used long ago for a men's road camp which have since been converted into dormitories for the women).

Other inmates work in the 1,000-volume library, small beauty shop, little sewing room, and craft room. Each girl in alphabetical order is entitled to one free shampoo and set each month. In the little sewing room, several girls make the trim blue cotton inmate uniforms. In the craft room, the girls learn to weave, braid rugs, and do leather work. This has proved of therapeutic value to some of the girls.

A small commissary is operated by and for the inmates. Handicraft materials, toilet articles, candy, etc., can be purchased by the girls. Any profits go into the welfare fund for educational and recreational purposes.

After work-hours and on week-ends, the girls can attend literacy classes stressing the fundamentals of reading and writing. With the recent addition of five typewriters, some 25 girls are learning to type. A Wake County representative of the Red Cross has given some of the girls a home nursing course. A course on mother and child care was completed earlier. Two choirs have been organized; about 60 girls participate. Besides furnishing music for the weekly church services, the choirs have appeared on both radio and TV programs.

Big Construction Program

A much-needed construction program was started several years ago at Woman's Prison. Since then, a new central heating plant, the commercial sewing room, and an administration building have been completed.

Hinton and Miss Reinhardt have offices in the administration building along with Mrs. William Cannon, social rehabilitation counselor; Mrs. Helen Southerland, interviewer; Mrs. Emma Anderson, bookkeeper; Mrs. Elizabeth

(Continued on page 5)



The top personnel at Woman's Prison are, from left, I. D. Hinton, Superintendent; Mrs. Emma Anderson, bookkeeper; Mrs. Elizabeth Brown, stenographer and records clerk; Mrs. Ruth Green, receptionist; Miss Helen Reinhardt, Assistant Superintendent; Mrs. William Cannon, social rehabilitation counselor; and Mrs. Helen Southerland, interviewer.

N.C.S.H.E.A. Association News

Vol. 4—Edition 9 September, 195

TENTATIVE CONVENTION PROGRAM
SEPTEMBER 23, 24, 25, 1954

Headquarters: Hotel Robert E. Lee—Winston-Salem, North Carolina

THURSDAY, SEPTEMBER 23:

9:00 A.M. to 5:00 P.M.—Registration, Lobby of Hotel—all delegates report to Credentials Committee for certification

Committee Meetings:

1:30 P.M.—Finance Committee—Room 102 (report to GEC afternoon session)

3:00 P.M.—General Executive Committee—Salem Room

Other Committees to meet on call of Chairmen; Nominating Committee meets Saturday morning

FRIDAY, SEPTEMBER 24:

8:00 A.M.—9:00 A.M. Registration, Lobby of Hotel

9:00 A.M.—Convention convenes, Balinese Roof—Mr. R. B. Fitzgerald, Presiding
Song "America" by entire group — Mrs. Louise Franklin of Gastonia, Pianist
Invocation
Introduction of Hon. Marshall Kurfees, Mayor of Winston-Salem—Mr. Fitzgerald
Address of Welcome—The Mayor
Response to Welcome—Miss Florine Boone, Unit #15
Gavel to President Fred Biggerstaff, Presiding—Mr. Fitzgerald
Roll Call—Secretary
President's Annual Address
Reading of Minutes, 1953 Convention—Secretary
Annual Report of Secretary
Reports of Committees

10:00 A.M. Address by Mr. Earl Crump (PP), Personnel Director, SH & PWC
"The Survey and Classification of Maintenance Personnel"

10:30 A.M.—Convention Business

12:30 P.M.—Adjourn for lunch

1:00 P.M.—Luncheon, Ballroom—all delegates and wives
Gov. William B. Umstead, Hon. A. H. Graham, Honor Guests

2:30 P.M.—Convention reconvenes, Balinese Roof

3:30 P.M.—Safety Program — Mr. James E. Civils, Safety Division, State Highway Patrol

4:00 P.M.—Convention Business continues

5:00 P.M.—Adjourn

7:30 P.M.—Banquet, Ballroom—Mr. Ben Douglas, Principal Speaker

10:00 P.M.—1:00 A.M. — Dance and Entertainment, Balinese Roof
Music by Reg Marshall and His Orchestra
Entertainment — "Pan Handle Pete" of Asheville (TV and Radio Star)
Square Dance for 1 Hour —Music by "Pan Handle Pete" and his Boys

SATURDAY, SEPTEMBER 25:

8:00 A.M.—Nominating Committee, Breakfast Meeting in Salem Room

9:00 A.M.—Convention reconvenes, Balinese Roof
Song "Faith of Our Fathers", entire group
Invocation

10:00 A.M.—Address, Mr. W.] Rogers, Chief Engine SH & PWC

10:15 A.M.—Address, Mr. William Bailey, Director of Priso

10:30 A.M.—Report of Nominati Committee
Election and Installati of Officers
Adjournment Sine Die

LADIES ENTERTAINMENT:

FRIDAY, SEPTEMBER 25:

Shopping Tour individually

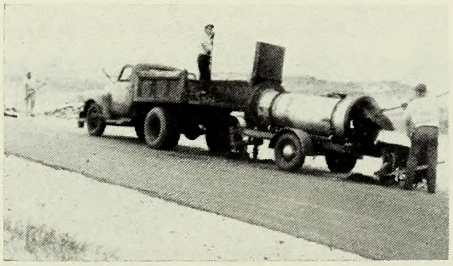
Tour of R. J. Reynolds Tobacco Facto available for all who desire the tr

1:00 P.M.—Guests of Association Luncheon, Hotel Robert Lee Ballroom

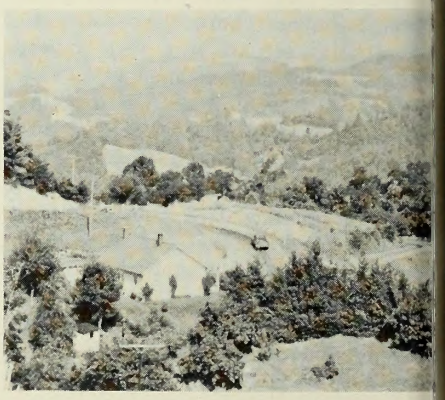
7:30 P.M.—Annual Banquet, Bal room (tickets obtainab at registration desk)

10:00 P.M.—Dance and Entertainmen Balinese Roof

SIGNS INDICATE this will be ou biggest and best Annual Convention. will be necessary to stipulate our legisl tive program at this time, and all resol tions should be submitted for prop consideration. We anticipate as large membership this year as last, and loo forward to a most successful year. Th help of every person is needed to mai tain our gains and to continue to g forward—let's all be a part of yo **organization.**



Highway employees use a 30" x 8' drier with low pressure burner to heat cold patch sand asphalt. After being run through the drier, the sand asphalt is ready for use in patching. Picture shows work along the new road down the Outer Banks.



Up in Avery County, NC 194 passe the home of Tom Shook, a truck drive in the Eleventh Division, three time His home which is located right in th bend of the road is just above Val Crucis.

Champion

Mr. and Mrs. John Reeves of Mt. Airy ave a champion in the family. Their n, Jimmy, won Winston-Salem's Ninth nnual Soap Box Derby in the Bowman ray Stadium July 7.

Young Reeves, the Class A (13-15 ears old) champion, nosed out Class Champ (11-12 years old) Bobby etzer of Rural Hall in the 51st and final eat of the evening.

It was the fourth time the 15-year ld Granite City lad had entered the chool boy racing classic in Winston-alem. He was the Class A runner-up ast year.

The junior champ was sponsored by . C. Penney Company of Mt. Airy. He as presented the T. H. Keating award nd received an expense-paid chaperoned rip to the national soap box derby in kron, Ohio, August 15.

His father is a mechanic with the ommission in Mt. Airy.

WOMAN'S PRISON

(Continued from page 3)

rown, stenographer and records clerk; nd Mrs. Ruth Green, receptionist. There re three visiting rooms with informal roupings of modernistic chairs and low ables where the girls can talk with heir families and friends on visiting undays, a small lobby with the main elephone switchboard and a glass-en-losed show case where the prison-made andicrafts are displayed.

Two brick-faced cottages were com-leted this summer. Each one-storey uilding has a spacious reception or iving room with a fireplace at one end nd a matron's room at the other. The wings, with bedrooms for 18 girls in ach, branch off the central reception oom. Each private room will have a ed, desk, chair, and a built-in wooden lothes locker. All the rugs and drapes n the cottages have been woven and nade right there by the girls in the raft room.

The recently-completed 500-seat audi-orium is a handsome structure made of ireproof concrete block and brick. There will be several classrooms in the wings f the 170x62-foot auditorium. Nights nd week-ends, the girls can gather for novies, community sings, and programs. W. F. Moody, supervisory and construc-ion engineer for the Prison Depart-ment, along with B. W. Fields, super-visor, and J. B. McKinney, foreman, have directed skilled male prisoners in the building of the honor cottages and auditorium.

The equipment and maintenance fore-man at Woman's Prison is Harry Cromartie.



Seconds after picture was made the face of the quarry crumbled to the ground. The spectacular blast took place May 28, at the Woodlawn Quarry.

To set off the big blast, ten holes six inches in diameter and 165 feet deep were drilled with well drilling eqnip-ment. The holes were spaced on 21 foot centers and abont 20 feet from edge of the quarry face at the top. There was a slight slope on the face which meant a larger lift at the bottom.

The holes were loaded with a total of 17,825 lbs. of 90 per cent and 70 per cent, Hercules gelatin powder. Each stick was five inches in diameter, 25 inches long, and weighed 25 lbs.

The charges were connected with Hercules primer cord in series with seventeen ten thousandths of a second delays. This caused holes one and ten to fire first, then two and eight, etc.

A single blast brought down an esti-mated 95,000 tons of stone which was well broken. It could be readily handled with the shovel to be carried to the crusher. Quarry foreman R. L. Carpen-ter was in charge of the drilling, shoot-ing and crushing. Engineers of the Hercules Company supervised the load-ing of the charge. R. F. Barnes is fore-man in charge of stockpiling, weighing and shipping.

Stone from the Woodlawn quarry is used for maintenance on roads in the Thirteenth Division.

Tourist Maps Out

The handsome new colored tourist maps for 1954 are being distributed. Many changes and improvements have been made over last year's colored highway map. There's a smart new cover which features a costal boating scene and a bird's eye view of the Blue Ridge Moun-tains.

Special attention was given to the neat fold of the map. It was especially folded to make it much easier and more con-venient to handle.

One outside panel titled "North Caro-lina Welcomes You" cites the 68,000 miles of State-maintained roads of which 32,200 are hardsurfaced.

US routes are shown in red, NC and paved routes in black. The Blue Ridge Parkway is outlined in green. There's a new mileage log giving the distances between Tar Heel cities. Another legend gives the approximate mileages from Raleigh to San Francisco, 3,056 miles; and Miami, 855 miles.

On the reverse side of the map are 16 brand-new colored pictures showing such tourist attractions as Grandfather Moun-tain, Biltmore House, Bridal Veil Falls, Duke University Chapel, Pinehurst Golf Course, Wright Brothers Memorial, Lake Waccamaw, an ancient shipwreck at Nag's Head, Atlantic Beach, Hatteras Lighthouse, Airlie Gardens, State Fair Arena, Horseback riding in the dogwood season, Blue Ridge Parkway, Rhododen-dron on Roan Mountain, and basket weavers on Cherokee Indian Reservation. In the center are sketches of the State Flag, the State Seal, the State Flower (Dogwood), and the State Bird (Car-dinal).

Some 200,000 of the maps have been printed. They are free and may be ob-tained by writing the Location Depart-ment in Raleigh.

The new map was prepared under the direction of Chief Locating Engineer R. Getty Browning and his assistant, Bill Hampton. C. M. Sawyer was the carto-grapher.

Johnston Appointed

T. C. Johnston was recently named Assistant Division Engineer in the Eighth Division. He replaces A. J. "Red" Hughes who was transferred to the bridge department in Raleigh.

Johnston has been with the Commis-sion for the past 30 years. He has served in various divisions in the State. A native of Burlington, he went to Ashe-boro 13 years ago from Tarboro as senior Right of Way Engineer.

He studied engineering at State Col-lege for three years. His wife is the former Belle Batheson of Lexington.

In the Bridge Department, Hughes will be in charge of issuing hauling per-mits for special vehicles and loads and keeping records of bridges on the county road system.

A. G. C. Gives Barbecue for Highway Employees



The Associated General Contractors of the Carolinas gave their annual barbecue for highway employees, July 28. Delicious chicken and pork barbecue was the fare; dancing, boating, and shuffleboard were the entertainment. It was a fine get-together and appreciated by all the highway workers. All the pictures are identified from left to right.

1.) Joe and Pam Connelly, Annie Ruth Sugg, R. J. Roy, Wilkins Cagle, Bobby Hayes, Peggy Smith Bryan, Kay Satterwhite, and Charlie Biggs.

2.) R. Getty Browning, R. W. Snell, Cecil Stearns, and Gilliam Johnson.

3.) George McKinley, Bill Hampton, W. S. Winslow, Virginia Hassinger, Tom Burton, Joe Yates, Gregory Poole, Elizabeth Hayes, Bill Rogers, Avis Knight and kneeling, Bob Austin, our A. G. C. host.

4.) J. E. Thompson, Bob Burch, T. B. Gunter, Jr., W. E. Hawkins, and W. M. Corkill.

5.) Betty (Mrs. John) Graham, Elizabeth (Mrs. W. H. Hughes, Mrs. A. H. Graham, and Elizabeth Hayes.

6.) Mr. and Mrs. G. C. Critcher, Mrs. Joe Lowery, and Joe Lowery.

7.) Jewel Kidd and H. K. Witherspoon.

8.) George McKinley, Fleming Snipes, and Bob Austin

9.) Bobby Hastings and Joycie Smith.

10.) Ralph Winkler, Governor and Mrs. Umstead. Standing, Frances and Ed Rankin.

11) E. O. Brogden, Dot Medlin, and Willis Hooper.

12.) Margaret Burk and Ken Wooten.

13.) Commissioners Emmett Robinson, Harry Buchanan Jim Hardison, Chairman Graham, June Scarborough Fleming Snipes, Gus Hasty, Governor Umstead, Emmett Winslow, and Maynard Hicks.

14.) Anne Winslow and Austin Bridgeford.

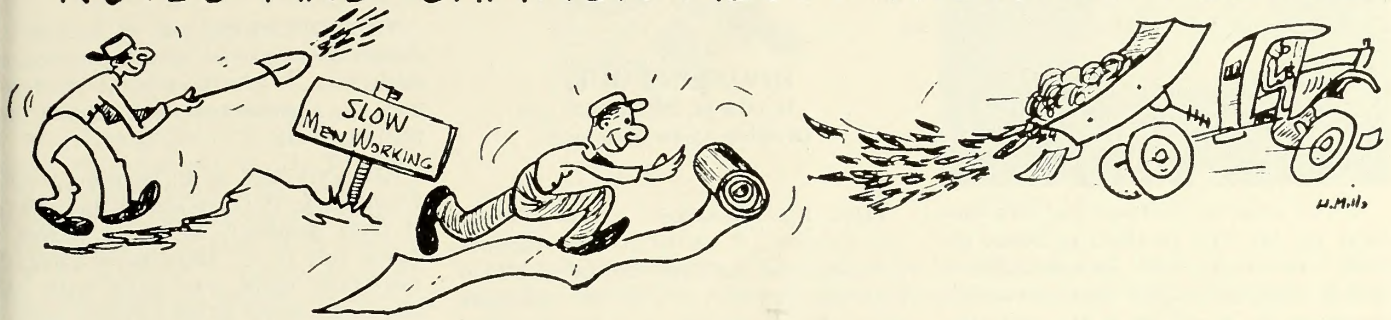
Turnpike Survey May Be Made

At the July meeting of the Highway Commission, Orton Boren of Greensboro and chairman of the North Carolina Turnpike Authority, told the group an origin-destination survey was needed to determine if a toll turnpike through the Piedmont section of the State was feasible and practical. The Commission voted to ask the Governor and the Council of State to approve the survey provided Virginia makes a similar study.

The North Carolina turnpike would run from the Charlotte Gastonia area diagonally across the State to the Virginia line near Mt. Airy. The Virginia Turnpike, if built, would then connect the North Carolina road with a turnpike now nearing completion through West Virginia.

TAR WHEELS

NOTES AND CHATTER ABOUT HIGHWAY PEOPLE



DIVISION ONE

SHIRLEY CALLIS
Division Correspondent

THE ASSISTANT division engineer, *D. Miller*, is still out due to illness . . . 'e certainly hope he will soon be back ı the job . . . In the meantime, *J. J. ilbert*, district engineer at Plymouth, is mporarily taking over the dnties of ssistant division engineer.

W. F. SESSOMS has taken *Gilbert's* ace as district engineer at Plymouth.

SYMPATHY is extended to the family *U. R. Grant* who died July 18, after an xtended illness . . . *Mr. Grant* was a achine operator in District Two.

CONGRATULATIONS to Mr. and Mrs. . T. Speight upon the birth of a boy, ugust 3 . . . The Speights have two little irls also: Anne Powell, eight, and henda, five . . . Mrs. Speight is the ormer Betty Spruill, daughter of *Division ngineer and Mrs. Spruill.*

H. P. KING, Road maintenance supervisor, retired August 1, after 33 years of ervice with the State . . . His fellow-mployees miss *Mr. King* and hope he ill enjoy his well-earned leisnre.

DIVISION TWO

JASPER L. PHILLIPS
Division Correspondent

GOOD LUCK is wished *Mrs. Dot dwards*, stenographer in the Washing-on office, who resigned July 19, to accept nother position . . . *Grace Fogleman* eplaces her temporarily.

BIRTHDAY wishes go to *F. L. Joyner, J. F. Phillips, L. W. Rowe, G. P. Sanders, R. M. Spear* and *W. P. Whitley.*

VACATIONS . . . *P. L. Fields* motored to Newport News to visit relatives as well as to see other parts of the State . . . *The Carl Abees* spent a delightful week at Kure Beach . . . *Anne Askew* had a lazy sojourn at Atlantic Beach . . . *The J. L. McDonalds* spent a long week-end sightseeing in the mountains of western Carolina . . . *Thelma Exum*, secretary to the division engineer, has returned from a two-week vacation in Washington, D. C., and Maryland . . . *Hazel Baker*, stenographer in the division office, spent two weeks in the Virginia mountains . . . District Engineer *Heber Gray* of Kinston and his family toured part of Virginia and Maryland over a long week-end; they visited many old historical homes and plantations and report an interesting and pleasant trip . . . *L. E. (Pee Wee) Dawson* spent a restful week at Atlantic Beach with his family; he said the week didn't last long enough and it was an effort to leave all the bathing beauties at the beach and return to work . . . *C. I. Lucas* and his family visited his mother and friends in Reading, Pennsylvania, during the first two weeks in July . . . *John Adams* planned to make his annual vacation trip to the mountains to visit his 84-year old mother, the last of July; he has a back ailment and the doctor may have advised him not to travel.

SYMPATHY is extended to *J. B. Dawson* in the death of his father . . . To *Robert Merritt* in the death of his father . . . To *H. L.* and *J. L. Briley* in the death of their brother, Jenness . . . To *J. L. McDonald* in the deaths of his uncle and cousin . . . And to *Mrs. P. A. Jenns* in the death of her mother, Mrs. J. E. Johnson of Washington, D. C., July 18.

WE HOPE the little grandchild of *John Hinnant* has improved from a serious heart operation in Duke Hospital; *Hinnant* is road maintenance supervisor in Greene.

L. C. BUNCH, JR., and *C. L. Gray* have been on the sick list recently.



The gals in the legal department—Virginia Lyon, Ella Mae Sorrell and Alice Gorham—gave a surprise bridal shower for Barbara Sykes on her last day at work. At left, she shows gift in her crystal pattern to Bonnie Wall Broadwell, a recent bride. Barbara was married to Walter Schacht, July 3. They've set up housekeeping in Leaksville.



If you want to see Buck Taylor's face light up, get him to tell you about his little two-year old granddaughter, Stuart Anderson Taylor, pictured above. Stuart is the daughter of Mr. and Mrs. C. B. Taylor, Jr., of Clinton.

L. E. (PEE WEE) Dawson's many friends will be glad to know that he has recovered successfully from a recent operation.

WE WERE SORRY to learn that the *E. M. Woolards'* home was recently damaged considerably by fire.

NEW FACES . . . The *J. T. Tysons* announce the birth of a daughter, Margaret Elaine, July 8 . . . *Mr. and Mrs. R. G. Gregory* announce the birth of another son, James Edward, June 18 . . . He weighed seven pounds, four ounces; his dad is *Gibbs'* assistant in Right-of-Way.

THE C. R. GOLDS have recently moved into their beautiful new home in Winterville.

DIVISION THREE

IRENE L. WORLEY
Division Correspondent

THE STENOGRAPHER-CLERK in the Clinton office holds a record for loyalty . . . For the past 25 years, *Mrs. Minnie May Smith* has served every Sunday as organist at St. Paul's Episcopal Church.

DISTRICT Engineer *R. A. Ashworth* took his wife and daughter, Marie, to New York when he attended the Lions Convention, July 7-10.

GET WELL wishes go to stenographer-clerk *Charlotte M. Wallace*, who is convalescing from an operation . . . To *Mrs. W. C. Cooper*, wife of the resident engineer, who was in the room next to *Mrs. Wallace* at James Walker Hospital . . . And to *T. T. Carroll*, road maintenance supervisor, who was recuperating at Manteo.

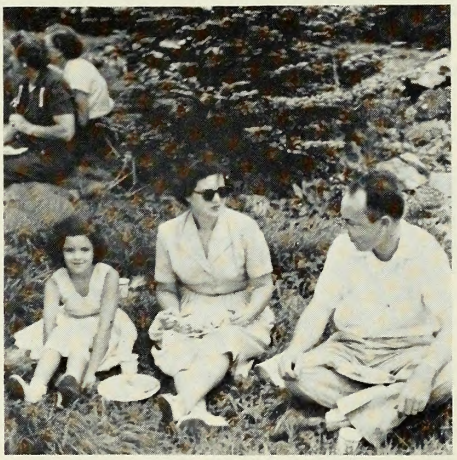
THE P. T. SIMMONS are the proud parents of a brand new baby girl.

SECTION foreman *H. A. Sessoms* who was out sick in June was all prepared to return to work July 1, but he was in an automobile accident the very day before; this considerably delayed his return to work.

DIVISION FOUR

WADE H. PRIDGEN
Division Correspondent

SERVICE AWARDS . . . *Willie Emanuel Wagner* of Littleton was recently presented an emblem for 30 years of highway service . . . *A. L. Anderson*, *James Henry Carroll*, *A. C. Harlow*, and *Zack Elisha Mohorn* were recently awarded 20-year pins . . . Ten-year pins went to *B. F. Adams*, *P. G. Gale*, *William Bryant Little*, *R. B. Spain*, and *David Fate Thigpen* . . . The following folks recently completed five years of highway service: *Murray Thomas Brady*, *R. V. Brett*, *Wilson Edmondson*, *Elmer L. Everette*, *Suiter L. Harlow*, *James Kinchen Jones*, *Lonnie L. Morgan*, *Robert Willis Nowell*, *Jesse C. Parker*, *Luther Walters, Jr.*, and *James M. Williams*.



C. J. Beck, his wife and young daughter were among the group of highway folks who attended the picnic on Roan Mountain in June. Beck, a division correspondent for ROADWAYS, is office engineer in the division office at Sylva.

SUMMER vacations . . . *M. A. Robertson*, Maintenance Supervisor of Tarboro, recently spent some time in Atlantic City . . . *Ralph Willis* took his family to visit friends and relatives in Asheville and then a motor trip through the Blue Ridge Mountains . . . *Mr. and Mrs. W. L. Kemp* and their son, Bill, spent a week in July visiting in Rochester, New York Niagara Falls and other points of interest . . . *Don Woodard* of Equipment recently took a week vacation . . . *Burrel Connor*, sign supervisor, also took some time off recently . . . *Archie Murray* o Maintenance enjoyed a week vacation . . Two men in Right-of-Way, *Sam William* and *Gray Lamm*, have each taken a week off this summer.

THE DIVISION had a number o temporary employees working during the summer . . . The permanent employees hope the summertime folks enjoyed their highway work.

MR. AND MRS. *F. M. Edgerton* went t Washington, D. C., to attend the wedding of their daughter, Isabel, to George E Gavle, July 17 . . . After the wedding, the *Edgertons* spent two days with Mrs Edgerton's sister at her summer home in St. Michael, Maryland.

J. L. COOK has returned to work after receiving treatment at Duke Hospital.

E. P. KOONCE, the division engineer has recently moved his family to Wilson

CONGRATULATIONS to *Mr. and Mrs L. L. Sellers* upon the recent arrival of a new baby boy . . . *Sellers* is a road oi employee.

SPEEDY recovery is wished *Lloyd H (Goat) Little*, a maintenance employee who was receiving treatment for a back ailment in McGuire Veterans Hospital Richmond . . . *J. L. Lovegrove*, also with Maintenance, who was a patient at Eastern North Carolina Sanatorium Wilson . . . *G. R. Lancaster* of Equipment



The goodlooking quartet above are employed in the Shelby highway office. From left, Betty Johnson, Martha Allen, Marion Davis, and Jean Cline. Betty and Jean are in the division office; Marion's in the District One office; and Martha's in Right of Way. Picture was made with Marion's new Polaroid camera which takes and prints the picture in a matter of minutes.



Uncle Bud sez:-
I swan to goodness, you fellers will wear that road out runnin' up and down it surveyin' it.

Resident Engineer P. L. Cantrell of Statesville is one of the most talented men with the Commission. Above freehand sketch is just one of many drawings he has made.

...no had a back operation for a ruptured ...sc, July 21, at McGuire Hospital . . . *...E. Blackwell*, a Maintenance employee, ...cently had an operation on his foot . . . *...s. Elton A. Fulghum* and *George T. ...rker's* son, Ronnie Lane, who have been ... the sick list.

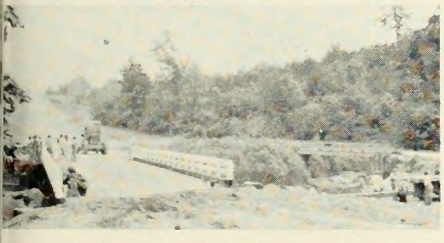
THE N.C.S.H.E.A. recently held a unit ...eeting at Parker's Barbecue . . . The ...pper was fine and the meeting was a ...ccess . . . The unit officers for the com...g year are: *M. A. Robertson*, chairman; *...d Holmes*, vice-chairman; and *Don ...oodard*, secretary-treasurer . . . The ...llowing unit delegates to the State con...ntion were elected: *R. D. Edwards*, ... *V. VanLandingham*, *Ray Setzer*, *Ed ...erring*, *Raymond Best*, *Howard Gupton*, ... *H. Woodall*, *J. C. Peele*, *J. T. Elmore*, ...d *F. M. Edgerton* . . . Special guests at ...e unit meeting were Highway Personnel ...irector *Earl Crump* and State Personnel ...irector *John McDevitt*.

GANG FOREMAN *W. S. Powell* of ...istrict Two has been out sick for some ...me; we hope he is much improved.

CHRIS McKIM was recently married to ...*m Hebbe* of the Location Department ... She is the daughter of *Mr. and Mrs. ... J. McKim;* her father is the former ...ivision engineer and present construc...on engineer.

SYMPATHY is extended *J. H. Burnette* ... Road Oil in the recent death of his ...other.

THE NASH Chapter of the N.C.S.H.E.A. ...eld a meeting in June to elect new ...fficers and delegates to the unit meeting ... New officers are *F. H. Edwards*, ...hairman; *W. S. Burbage*, vice-chairman; ...*at Abernethy*, secretary-treasurer . . . ...he following delegates were elected: ... *V. Kemp*, *J. E. Joyner*, *T. M. Moss*, ...*I. T. Batchelor*, and *C. B. Taylor* of Main...enance; *H. M. King* of Prison Depart...ent; *C. F. Williams* of Equipment; and ...*V. S. Burbage* of Bridge . . . This was the ...rst meeting to be held in the new main...enance building . . . The group enjoyed ...arbecue . . . Special guests were Nash ...ounty Commissioners Frederick Cooper, Henry Milgrom, D. L. Alford and Ralph Bass; Sheriff Glen Womble and Deputy Fred Wood; Mayor Milton Strickland of Nashville; City Commissioner Archie Hinton; Senator C. S. Bunn and Representative-elect I. T. Valentine, Jr. . . . Also on hand were *E. P. Koonce*, *T. D. Grantham*, *S. H. Williams*, and *C. E. Moore* of the division office.



H. I. Setzer's bridge crew were putting finishing touches on a new bridge in Cleveland County. The new bridge deletes a bad curve and replaces an old narrow bridge on the right.

DIVISION FIVE

J. W. JENKINS
Division Correspondent

THE ANNUAL meeting of Unit Five of the N.C.S.H.E.A. was held in July in Oxford . . . A total of 242 people were present . . . Baked ham and fried chicken plates were served . . . After new officers were elected, two safety films were shown . . . An enjoyable time was had by all.

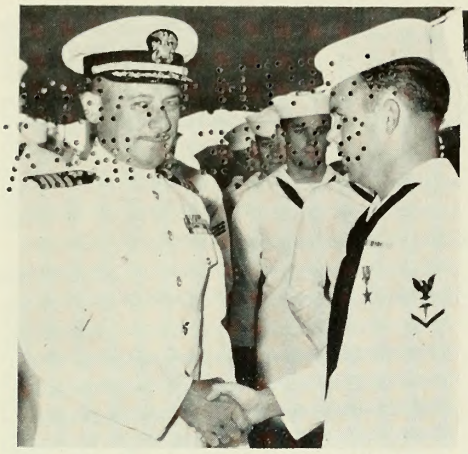
GRANVILLE County employees who have recently vacationed include: *Sam H. Averette*, *J. R. Blackwell*, *Alton Ellington*, *G. L. Ellington*, *W. A. Ellington*, *H. L. Henley*, *H. E. Hicks*, *Henry R. Hicks*, *Bruce Hockaday*, *Elvin Lumpkin*, *Vincent V. Morton*, *L. L. Recce*, *H. S. Whitt*, *R. G. Williams*, and *P. L. Woodlief*.

WE'RE SORRY thaat Road Maintenance Supervisor *Roy Beard's* mother was seriously ill in Memorial Hospital at Chapel Hill; and that Gang foreman *Giles Crutcher's* wife was a patient at Granville Hospital for a few days.

TIME OUT . . . Gang foreman *B. F. Vaughan*, his brother, Section foreman *C. O. Vaughan*, and *T. I. Dean* recently visited the Vaughans' sister in Oklahoma . . . Loader operator *R. H. Oliver* and his family spent the fourth of July at Carolina Beach . . . Motor grader operator *A. L. Parham* and his family spent the Fourth at Wrightsville Beach and Morehead . . . Truck driver *C. V. Ollis* took his family to spend a few days at Atlantic Beach . . . *Charlie Addison* and his wife spent their vacation in the mountains of western Carolina and Tennessee . . .*R. M. Ball*, section foreman, spent a week visiting at Virginia Beach . . . *Clyde Harris*, motor grader operator, spent his Fourth attending the Grand Ole Opry in Nashville, Tennessee . . . *J. L. Davis* and his wife spent their week vacation on the beaches in South Carolina . . . Gang foreman *L. L. Lawrence* spent his vacation trying to beat the heat by staying home and installing an air conditioning unit . . . *Waverly Pennell* took his family to the mountains of Virginia for a week.



Kenneth Howell and his dad, LaFayette Howell, display the buck which the senior Howell killed. It's Kenneth's ambition to kill a buck just as large as his dad's. Howell, a section foreman in Lenoir, is quite a hunter!



Hospital Corpsman Third Class Joe E. Ferguson, son of G. R. Ferguson (superintendent of the Alexander County Prison Camp at Taylorsville), receives congratulations from Captain P. L. de Vos, commanding officer of the USS Sierra, upon winning the Bronze Star Medal. The presentation was made at the Naval Base in Norfolk.

He earned the Bronze Star for heroic achievement in connection with operations against the enemy while serving with a Marine Infantry company in Korea in July, 1953. The citation read in part, "Ferguson displayed exceptional courage, initiative and professional skill in the performance of his duties. When his company was subjected to devastating enemy mortar and artillery fire, he unhesitatingly exposed himself to the intense fire in order to render medical aid to the many wounded.

". . . he organized a temporary aid station in a section of the command post for the purpose of treating the more seriously wounded prior to moving them to the company aid station. Expressing complete disregard for his personal safety, he continuously left the comparative safety of his aid station and gallantly moved through the intense hostille small arms, mortar and artillery fire to bring casnalties from the forward slopes where the enemy were entrenched.

". . . His outstanding courage and selfless devotion to duty were instrumental in saving the lives of many Marines . . . His actions combined with his indomitable spirit served as inspiration to all who observed him and were in keeping with the highest traditions of the United States Naval Service."

RESIDENT engineer *H. E. Shaw* has moved his office from Warrenton to Roxboro to handle construction on project 4654, from Roxboro to the Virginia line.

CONGRATULATIONS to *William Moon*, Right-of-Way Engineer, who was married July 25, to Colleen Renegar . . . They spent a two-week honeymoon in the mountains of western Carolina . . . Last year, Mrs. Moon was supervisor of music in the Granville County schools; this year she will be assistant supervisor of music in the Durham County schools.

RUTH MANGUM, secretary in the Right-of-Way Department, spent a week vacation at home; she was redecorating her house.

THE SECRETARY in the division office, *Mrs. Mattie Hall*, drove with her husband, *J. A. Hall*, and son, Danny, to Florida where they toured scenic points of interest including Miami and Key West.

GET WELL wishes go to *S. E. Jones*, *W. B. Riley*, *W. H. Walker*, *C. M. Whitaker*, and *B. F. Holsclaw* who have been out sick recently.

EMPLOYEES from the Fifth who recently spent their vacations relaxing at home include: *A. W. Carden*, *Billy Ellis*, *Z. W. Holder*, *F. S. Mangum*, *B. D. Nichols*, *Waverly Pennell*, *W. H. Walker*, *Eulis Weaver*, *C. T. Addison*, *R. M. Ball*, *M. W. Chappell*, *Marshall Cash*, *J. L. Davis*, *Ed Harris*, *R. V. Hayes*, *R. C. Hudson*, *L. L. Lawrence*, *W. L. Mangum*, *G. W. Martin*, *G. C. Riley*, *W. A. Rogers*, *B. B. Sumner*, *W. W. Tilley*, and *O. C. Wilkins*.

J. P. BROWN replaces *Ivan Hardesty* as District Engineer of District One; *Hardesty* is now chief Equipment Engineer.

SECTION foreman *Richard Baker* lost two fingers while working in his workshop.

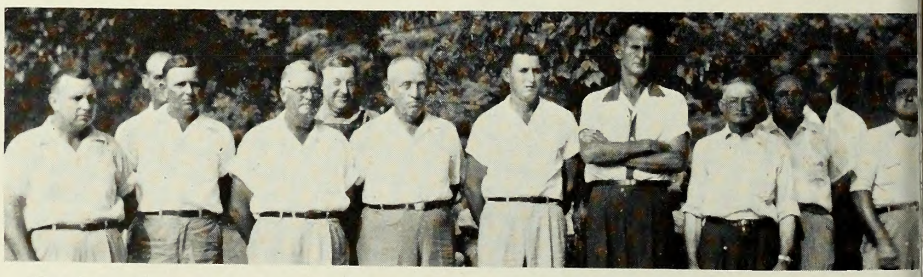
PAYLOADER operator *W. P. Taylor* reports the addition to his family of a little girl . . . Truck driver *F. D. Williams* announces the birth of a little daughter.

SICK CALL . . . *C. L. Barlow*, section foreman, of Raleigh was home sick during June and July . . . *S. Q. Wade*, tr driver, of Raleigh, is home from a s in Duke Hospital . . . *H. S. Tilley*, pa foreman, is home after being in Hospital.

FRANCES KING, steno-clerk in District One office, spent the Fourth w friends at Wrightsville Beach.

THE FOLLOWING men vacatio briefly during June and July: *J. L. Jo son*, motor grader operator; *E. B. St* gang foreman; *M. L. Bunn*, tractor ope tor; *M. L. Dillard*, motor grader operat *J. R. Brown*, bulldozer operator; *W. Brown*, tractor operator; *C. E. Mart* gang foreman; *G. L. Newton*, section fo man; *O. L. Honeycutt*, section forema *P. R. Ray*, motor grader operator; *B. Pearce*, section foreman's helper; *B. Morris*, section foreman; *A. J. Mayna* section foreman; *J. W. King*, section fo man's helper; *W. C. Moore*, section fo man; *E. G. Walls*, section forema helper; and *J. A. Franklin*, motor grad operator.

MORE VACATIONS . . . Section fo man's helper *J. F. White* and his fami spent the Fourth at Carolina Beach . Gang foreman *J. B. Alford* and fami spent a week in Chattanooga visiting Ji Pearce, star pitcher for the Chattanoo Lookouts; while there, they visited Loo out Mountains atop Rock City . . . *S. Sykes*, section foreman, took his fami to Stripless fishing pier near Fort Mac over the Fourth; they caught a go supply of spot . . . Later *Sykes* vacation with his family at the Caswell Bapti Assembly at Southport . . . Gang forema *J. H. Beddingfield* and *J. F. White*, se tion foreman helper, really caught t fish at Jacksons Pond; they had enoug to feed 15 people . . . Mechanic *Dona Flood* reports that his three-year old so Donald, Jr., outfished him recently East Lake; the youngster caught an 1 ounce Bream.

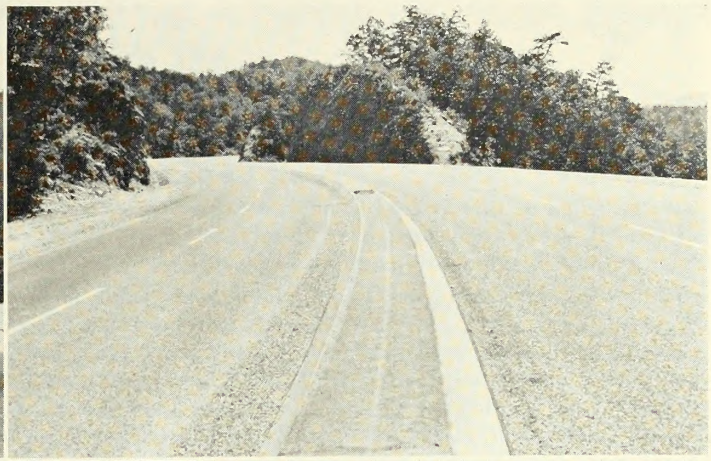


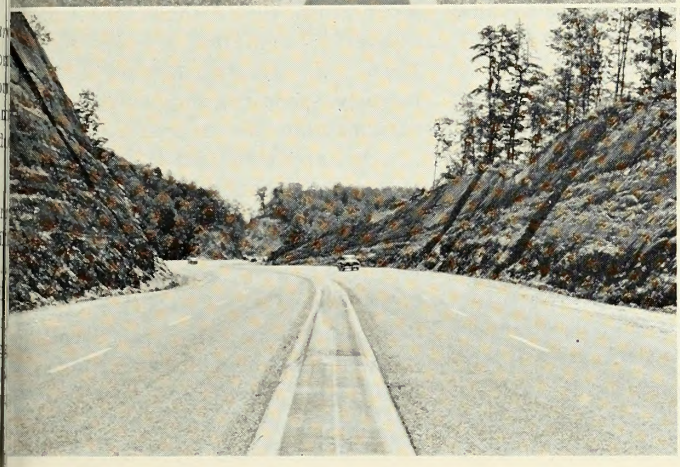
Twelve of the 17 men from the Tenth Division who were awarded servic emblems, July 24, for completion of ten years with the Highway Commission line up.

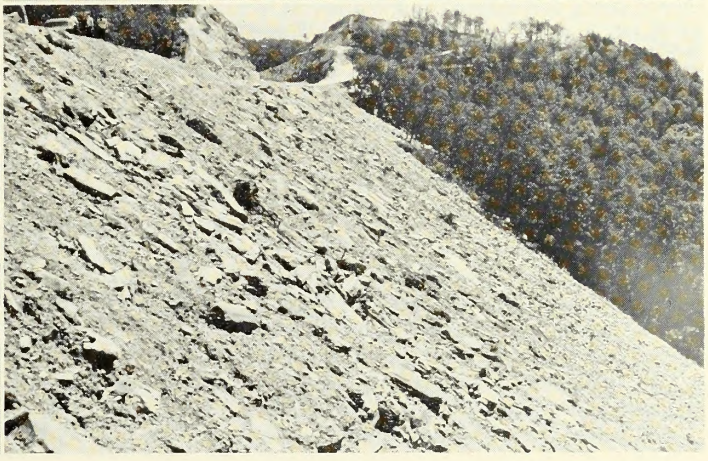
The following men were eligible for the ten-year award: Wilson E. Carter, William I. Helms, Thomas E. Morris, Rance P. Plyler, Boyce B. Poplin, Ney O. Starnes, Charlie Carrigan, Glenn Eargle, C. R. Estridge, W. K. Jones, J. M. Mason, E. K. McGinnis, J. B. Thornburg, Graham Johnson, Cletus T. Ridenhour, Carl H. Snipes and J. H. White.

New Highway Between Old Fort and Ridgecrest









DIVISION SIX

CLARA MORAN
Division Correspondent

THE ROBESON Chapter of the C.S H.E.A. held a fish fry recently . . . e group reported 100 per cent member- p for 1954-55 . . . The following county pter officers were elected: *E. B. Tom- son*, chairman; *H. G. Clark*, vice-chair- n; *R. M. Prevatt*, secretary-treasurer.

THE CUMBERLAND Chapter of the .S.H.E.A. met at division shop, July . . After a supper of barbecue and nswick stew, officers were elected for coming year . . . The new officers are *ve Ammons*, chairman; *C. F. Holland*, e-chairman; and *Kenneth Porter*, retary-treasurer.

THE UNIT SIX of the N.C.S.H.E.A. t July 7, at the Bel Air Restaurant . A fried chicken dinner was enjoyed the 60 delegates . . . Otis Banks was only visitor.

SYMPATHY is extended the family of *nnett Martin*, supervisory foreman in beson, who died July 12 . . . *Mr. Martin* l been with the Commission for about years.

MIKE McDANIEL was a welcome addition to the construction party in Lumberton during the summer months.

SPEEDY RECOVERY is wished *Marion Townsend*, section foreman in Bladen, who had a serious operation in July but is now recuperating at home.

W. S. WILLIAMS is back on the job after an appendectomy at Highsmith Hospital . . . He is employed in the lab.

J. D. LeGWIN, resident engineer, has been transferred from Fayetteville in the Sixth to Wilmington in the Third Division.

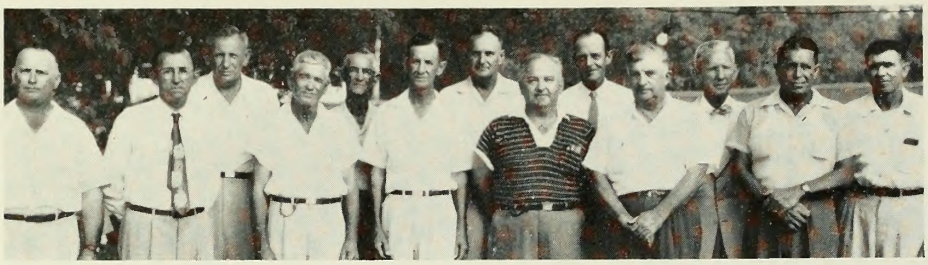
MR. AND MRS. *L. E. Bullard* announce the birth of a son, Henry Elthon, July 16, in the Clinton Hospital . . . *Mr. Bullard* works in the soils lab in Fayetteville.

E. P. COVINGTON, Robeson County maintenance, was a patient at Duke Hospital for ten days in July . . . We hope he is much improved.

SUMMER VACATIONS . . . *B. T. Bordeaux*, road maintenance supervisor in Bladen, spent a week at Kure's Beach in July . . . *Kenneth Hester* and *C. H. Priest* of Bladen Maintenance, also took a week off in July; they went to Ocean Drive, South Carolina . . . *W. W. Cashwell*, machine operator in Bladen, enjoyed a week in the mountains of Carolina . . . Supervisory foreman *L. R. Woodlief* took a ten-day vacation at the beach . . . Resident engineer *J. C. Parkin* of Lumberton took a week off beginning July 19 . . . *C. E. Land* of Construction in Lumberton spent several days in July seeing the sights at Williamsburg and Richmond . . . *Robert Singletary* of Construction vacationed in Winston-Salem . . . *C. D. Seay* of the materials testing lab took his family to the mountains for a week . . . *Homer Taylor* and *Donald L. Cooper* of Construction took time off in July . . . District engineer and Mrs. *Sam M. Wilson* spent a few days at Kure's Beach in July.

CHARLES HERRING of Construction took training with the National Guard Service at Camp Stewart, Georgia, for two weeks in June . . . *Henry Harris* and *Gordon Creech* of Construction spent two weeks training at Fort Jackson, South Carolina, in August.

DURING JULY the following employees in the division office at Fayetteville took a one-week vacation: *Withers Davis* and *Wilhelmina Ellis* of Right-of-Way; *Guy Moore* of Bridge Department; Secretaries *Clara Moran* and *Jackie Russ;* Division engineer *L. E. Whitfield;* and Assistant division engineer *J. W. Spruill.*



We're proud of this group of engineers from the Tenth Division. Each has been with the Highway Commission for 30 or more years. Together, these 13 men have given a total of 420 years of highway service!

From left, Gang foreman H. L. Link, 30 years; Sign Supervisor W. E. Canfield, 32 years; District Engineer T. F. Royall, 35 years; Gang foreman M. A. Smith, 31 years; Gang foreman F. B. McAnulty, 33 years; Resident engineer W. A. Little, 33 years; Maintenance supervisor H. N. McWhirter, 35 years; Equipment superintendent P. R. McCorkle, 32 years; Resident engineer R. K. Jewell, 31 years; Division engineer M. E. Beatty, 33 years; Maintenance supervisor R. G. Holden, 32 years; Gang foreman J. C. Phillips, 31 years; and Gang foreman George B. Linker, 32 years.

DIVISION SEVEN

P. L. WELCH
Division Correspondent

THE EMPLOYEES Association met July 9, in Graham to elect new officers . . . Barbecue was served following the business session . . . The new chairman is *Roy S. Thomas*, Maintenance Supervisor from Guilford; *M. A. Luther*, Highway Engineer III, of Greensboro was elected vice-chairman.

CONGRATULATIONS to *Mr. and Mrs. A. L. (Jack) Coltrane* upon the birth of a son, Barry Jackson, July 2; the father is Landscape Supervisor in the Seventh.

SICK LIST . . . *T. A. Holt* has returned from the hospital in Winston-Salem; but his condition is not much improved . . . *Eli Welch*, gang foreman of Sandy Ridge Camp, is back on the job after a stay in Cone Hospital . . . *D. J. Washburn*, gang foreman at the Leaksville Quarry, has returned to work after a brief illness . . . *R. S. Thomas* is back at work after a short stay in Cone Hospital . . . *Raymond Lunsford*, pan operator in Caswell, is back at work after a lengthy illness . . . Mechanic *A. L. Meeler* is also back after a brief illness.

GET WELL wishes to *James H. Lunsford*, section foreman in Caswell, who was injured on the job, May 21.

THE CASWELL Chapter of the N.C.S.H.E.A. had a chicken fry recently which was enjoyed by all.

SYMPATHY goes to District Engineer *L. H. Gunter* in the recent death of his sister in Norfolk, Virginia, and the death of his father, T. N. Gunter of Raleigh . . . To the family of *Currie O. Smith* who died recently; he was a gang foreman until his retirement in 1944 . . . To *Conway E. Holder* in the recent death of his father-in-law . . . And to *Marvin Scott* in the death of his brother-in-law, Roy Allen.

HICKERSON'S construction crew has a new mode of transportation at lunch, namely a big Cadillac which is owned and operated by *W. F. Martin.*

IT'S GOOD to see *Obra D. Thomas* back at work after a long illness . . . We're hoping *Emmett Joseph* will be back soon; he was injured on the job, June 11.

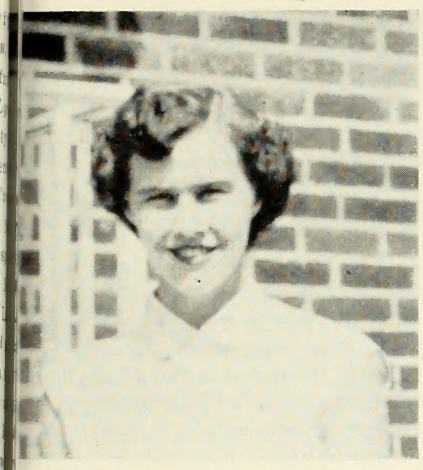
GOOD LUCK to *Charles Tilley* who resigned July 19, to enter the Armed Forces.

TIME OUT . . . Stenographer *Ruth Jarmon* of the First District office and her husband recently visited Fairy Stone Park . . . *Mr. and Mrs. Calvin W. Howard* spent a recent week-end in the mountains of the western Carolina and saw the pageant, "Unto These Hills" . . . *E. L. Ward* went on a coon hunting trip South Carolina . . . *Jack Bowman*, Right-of-Way Engineer, took his fan to Miami for a vacation . . . *J. I. Lyn Jr.*, and his family went to Surf City a week . . . The *T. A. Burtons* went Tilghman's Beach . . . *Mrs. Pauline Co* and husband went to Boston and N Hampshire . . . The *L. L. Gunters* sp a week at White Lake . . . *Mr. and M Louis Jarmon* spent a few days at L Lure . . . *Mr. and Mrs. Charlie Powell* a *Mr. and Mrs. Calvin Stowe* enjoyed a t to Kentucky . . . The *Calvin Howards* a spent a week at Myrtle Beach . . . *M Helen Pringle* and daughter, Penny, w back to "Ole Virginy" . . . *Mr. and M H. T. McAdams* and the *A. Bro McPhersons* visited their sons who w attending Camp Don Lee on the Ne River . . . *Mr. and Mrs. C. E. McL* recently spent the day in Candor; h road maintenance supervisor in Alama . . . *Mr. and Mrs. Max C. Tyson* recen toured the mountains of western No Carolina . . . *Hubert Jeffreys* and fam visited relatives in eastern North Ca lina . . . *R. V. Graham* spent a few da at Nags Head . . . *J. I. Parks*, foreman Camp Burton, went to South Carolina . *L. G. King*, foreman at Sandy Ridge Ca went to the mountains . . . *P. L. We* took his family to Holden Beach . *L. P. Isley* enjoyed a few days at Myr Beach . . . *Earl Markham* visited his s in Connecticut . . . *Mr. and Mrs. Char E. Murphy* enjoyed a few days at Wh Lake . . . *Mr. and Mrs. J. B. Clift* spent a recent week at Myrtle Beach . *Mr. and Mrs. Hons Kaucher* and th family spent a week at Carolina Bea . . . *Mrs. Margaret Howell* is back fr a trip to New York . . . *W. David M Pherson*, gang foreman n Alamance, spe a few days at Myrtle Beach . . . And *M and Mrs. William B. Witty* enjoyed a t to New York and Niagara Falls.



A division-wide meeting of the highway employees association was held July 2 in the club house of the maintenance employees of Union County in Monro Division engineer M. E. Beatty awarded the service emblems.

The above men of the Tenth Division were awarded 30 year service emblem From left, George B. Linker, gang foreman; R. G. Holden, maintenance supervisor W. E. Canfield, sign supervisor; J. C. Phillips, gang foreman; R. K. Jewell, reside engineer; and Beatty.



rs. Joy Cloninger began her highway er July 1, in the division office at lby. She replaces Mrs. Martha Allen resigned to devote full-time to sekeeping.

DIVISION EIGHT

EDWARD C. DARDEN
Division Correspondent

HE MANY friends of *A. J. "Red" hes* will certainly miss him and his ily . . . He was transferred from the sion office as Assistant Division Engir to the Bridge Department in Raleigh, y 15 . . . He came to Asheboro in July, 7, as office engineer, was soon pro- ted to district engineer and then istant Division Engineer . . . His ow-employees wish him good health l happiness in his new work . . . *T. C. nston*, senior Right-of-Way Engineer, he new Assistant Division Engineer.

DELEGATES of Unit Eight of the .S H.E.A. met in Carthage, July 14, a chicken supper and to elect the lowing new officers: *John G. Hall*, irman; *C. B. Wicker*, vice-chairman; l *Luther Berrier*, secretary-treasurer.

AB CARTER, maintenance supervisor Randolph, took his family to Washing- , D. C., for a week to sightsee and it relatives . . . What his two young s missed seeing was not to be seen.

HERMAN SHAW, office clerk in Road , resigned July 1, to work with a vate coal and oil company in Greens- ro . . . *W. W. Kent* of Lemon Springs, engineering aide I on construction, places him.

HAROLD JAMES, office clerk, is back work in the division shop after a three- ek illness.

THE CHATHAM County employees had big chicken supper with all the extras ne 17.

DIVISION NINE

R. B. FITZGERALD
Division Correspondent

CAPTAIN *Jimmy Morris*, Road Maintenance Supervisor in District Two, returned to work June 28, after being on the sick list since March 1.

P. S. TROXLER, Road Maintenance Supervisor in District Two, was in the City Memorial Hospital, Winston-Salem . . . We wish him a speedy recovery.

THE ASSISTANT division engineer, *R. B. Fitzgerald*, recently met his brother, Colonel William R. Fitzgerald, at Fontana for a week's fishing on streams they fished many times as boys . . . Col. Fitzgerald is stationed at Lackland Air Base, San Antonio . . . No "whoppers" were caught as they claimed the weather was too hot.

C. W. GRAHAM of District One took his family to Baltimore, Maryland for a visit.

GANG FOREMAN *E. L. Setzer* spent a recent week-end camping out at Morrow Mountain with his Boy Scout Troop.

OUR SYMPATHY to *C. J. Holshouser*, truck driver in District One, on the recent death of his brother.

DISTRICT Engineer *R. L. Chew* vacationed recently at Clarkton and Wrightsville Beach.

MARIE BRACEY, stenographer in District Two, returned to work with a deep tan after a week at Daytona Beach.

L. A. COOKE, Supervisory Foreman, Rowan County, vacationed at Crescent Beach with his family.

DISTRICT Engineer *G. E. Rike* of Salisbury and *E. J. Lewis, Jr.*, Supervisory Foreman, attended the National Elks Convention in Los Angeles, July 4-11 . . . They flew both out and back . . . Of course, they had a fine time in L. A.



Meet Joe Barrett and his bride, the former Pearlie Proctor. They were married June 25. Joe is the son of L. H. Barrett, section foreman in Cleveland County.



A welcome addition to the highway family is Rachel Brooks. She was married to Charles Humphries, July 11, in the Double Spring Baptist Church near Shelby. Mr. Humphries is an employee in the Landscape Department.

DIVISION TEN

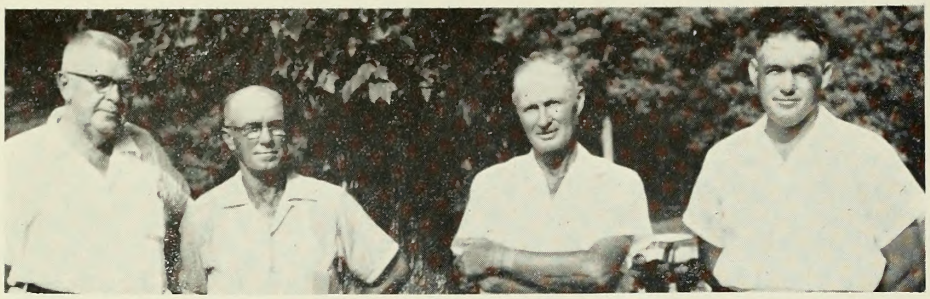
CHARLES R. SMITH
Division Correspondent

A DIVISION-WIDE meeting of the N.C.S.H.E.A. was held in the club house of the Maintenance employees of Union, July 24 . . . A business meeting was held for the election of officers . . . About 200 employees were present and enjoyed a fried chicken supper.

CONGRATULATIONS to *J. L. Blackley* who received a promotion to Engineering Aide II and was transferred from *R. J. Wilson's* party in Concord to another location party in Wilmington.

GOOD WISHES to the newly-weds . . . *Eddie J. Parker* and *Jean Rogers* of Kannapolis were married June 11 . . . They have a brand-new home in Richfield . . . *Thomas Martin Boggan* of Polkton was married to Mrs. Lillian Smith Southern of Wadesboro and Walnut Cove, in Chesterfield, South Carolina, June 6 . . . Judge W. E. Redfearn performed the ceremony at his home . . . After a wedding trip to Western North Carolina, the couple are living in the Charles Macon Martin home in Polkton . . . Mrs. Boggan is principal of the Wadesboro Primary School; *Mr. Boggan* is a highway employee in Anson County.

SYMPATHY is extended *W. M. Crowder*, Gang foreman in District One at Wadesboro, in the recent death of his mother, Mrs. Ida Murr Crowder . . . She was 84 and one of the oldest members of



The above men in the Tenth Division were presented service emblems for the recent completion of 20 years of highway work. From left, R. L. Brown, maintenance supervisor; W. R. Maske, gang foreman; F. F. Morgan, gang foreman; and Vann P. Eudy, gang foreman. Congratulations to each!

the First Baptist Church . . . Her fine character and unfailing kindness will be missed.

SUMMER VACATIONS . . . *Mr. and Mrs. H. N. McWhirter* spent two weeks in July touring Florida . . . They made a complete trip around the peninsular and had good luck fishing off the Keys . . . In July, *G. W. Hannah* drove his family to Daytona Beach where they were guests of Henry Hannah . . . *W. E. Carter* and family took a tour in July to Buffalo, Niagara Falls and Canada . . . *Mr. and Mrs. G. C. Warner* spent nearly two weeks touring Georgia and central Florida.

R. E. GARRISON and *J. E. McWhorter* have recovered from recent illnesses and are welcomed back on the job.

TWO COLLEGE students from Raleigh, *Heath L. Pemberton, Jr.*, and *Herman W. Taylor, Jr.*, worked on location with R. J. Wilson's party this summer.

THE W. L. MAULDINS of Aquadale announce the birth of a daughter, July 16 . . . *Mr. Mauldin* is a maintenance employee in Stanly.

CONDOLENCES go to *Mr. and Mrs. W. B. Crump, Jr.*, in the death of their son, Jimmy Wayne, July 25 . . . *Mr. Crump* is a gang foreman in Stanly.



From left, A. C. Dodson of the division of materials, Danny Turner of road oil, and J. G. ("Sally") Northcott, a former materials inspector, line up for a picture.

Materials field inspectors from all highway divisions held their annual all-day business meeting Thursday, July 29, at Mr. Northcott's cabin near Black Mountain. After the meeting, the group numbering about 50 enjoyed a barbecue and square dance.

DIVISION ELEVEN

CORA LEE McLEAN
Division Correspondent

UNIT ELEVEN of the N.C.S.H.E.A. met at the V.F.W. Hall in North Wilkesboro, July 23, to elect new officers . . . The gang enjoyed a supper of chicken and fish with all the trimmings . . . New officers are *Frank McCracken*, chairman; *J. E. Doughton*, vice-chairman; *W. J. Brookshire*, secretary-treasurer.

THE SURRY Chapter of the N.C.S.H.E.A. met July 17 at the Veterans Park in Mt. Airy . . . Barbecue and fried chicken were served.

CONGRATULATIONS to Joe McConnell and Lillie Lyons who were married in July . . . Joe is the son of *Charles McConnell* of the Boone Equipment Department.

OTHER NEWLY-WEDS are *Frank D. Transou* and Georgia Jolly of Elkin who were married July 23.

TIP TO FISHERMEN . . . Gang foreman *D. C. Lewis* didn't just lose all the "big ones" . . . When he returned to his car, someone had "borrowed" his shoes.

VILAS GREEN of Equipment in Caldwell County was seriously injured in July . . . While he was loading a truck on a trailer, the hoist chain broke . . . He suffered a broken leg and severe head injury . . . He's recovering but it will be some time before he can return to work.

OUR SYMPATHY to *Mr. and Mrs. O. K. Stephens* in the death of Mrs. Stephens' brother, John B. McCraw of Mt. Airy and Akron, Ohio . . . And to the family of *E. R. Hauser* who died July 11 . . . *Hauser* had been a faithful employe the Eleventh for ten years.

GET WELL wishes to Mrs. Stansb mother of assistant superintendent *E Stansberry* of the Ashe County pr camp . . . To *Lloyd Bare, Jr.* . . . To *Roberts* who injured his hand . . . To *Durham* and family who were injure an automobile accident . . . To *C Alexander's* son, Dean, who had me gitis . . . To *J. D. Gwyn, J. H. Hauser, L. R. Kiger* who have undergone surg recently . . . To *Fred Edminsten* who in the hospital . . . To Mechanic "*G Greene* who broke his leg . . . And Benny Phillips, little son of *Supervis Foreman and Mrs. G. C. Phillips*, recently took treatments at the W Springs Infantile Paralysis Foundatio Warm Springs, Georgia; they visited "Little White House."

SUMMER VACATIONS . . . St grapher *Ruth Potter* and husband sp July 4th week-end with relatives friends in Elizabethton and Uni Tennessee . . . Right-of-Way Engin *Paul West* and family spent several d at Carolina Beach and then visited r tives . . . Motor grader operator *T. Lewis and Mrs. Lewis* spent three we touring the western states and Mexi they also visited relatives in Califor . . . Truck driver *Dewey Mitchell* va tioned in Virginia and Tennessee a visited the TVA dam on Holston Ri near Bristol.

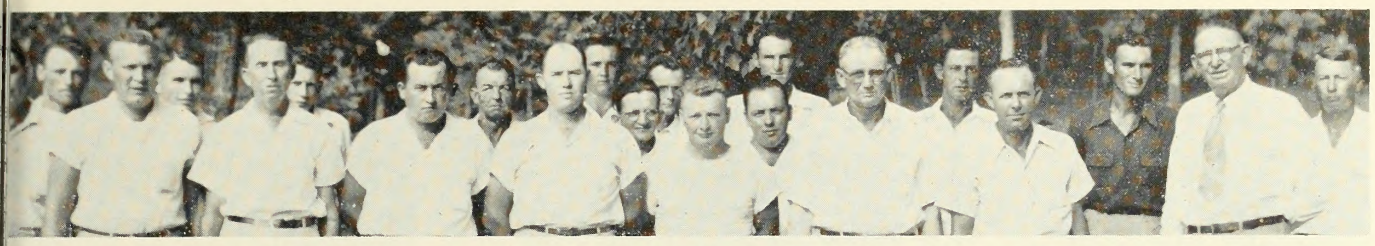
DIVISION TWELVE

JEAN CLINE
Division Correspondent

A COUNTRY-STYLE lunch was recen served to maintenance employees worki on a new road in upper Cleveland Cou . . . The prison gang was also present.



After the materials field inspecto meeting in Black Mountain in July, t group square danced. That's materia research engineer Duke Morgan on t right.



ıe above group of men from the Tenth Division recently presented five-year service emblems.
ıe following men were eligible for the five-year highway lem: Walter H. Braswell, Nathaniel T. Cox, Ralph H. ıford, Billy Crump, Johnnie T. Flynn, John J. Howell, vin B. Howey, Roy P. Lee, Lee Lomax, Crowell H. der, James F. Moser, Mayo Peters, Craven R. Poplin, Harold R. Poplin, Howard F. Preslar, James M. Rape, Walter Thomas Ratliff, William G. Wilder, Olin W. Williams, C. A. Barnette, Kelley B. Bost, J. M. Hager, C. R. Hartsell, G. W. Hartsell, J. E. Helms, T. M. Washam, William F. Hornback, Clande B. Maness, Cicero Morris, Joel E. Tucker, Thomas M. Tyson, George S. Thomas, Jr., Robert F. Austin, Alfred B. Blake, and Harry L. Boggan.

HEN the regular monthly road hear- was held July 12 at the district office Statesville, some 16 delegations, tly from Iredell, were on hand.

NIT 12 of the N.C.S.H.E.A. held a ıer meeting July 28 at the Shady ve restaurant between Newton and over . . . There was a good crowd of gates and officials on hand . . . Unit ers are *P. J. Corpening*, chairman; *. Abernathy*, vice-chairman; and *Mrs. ion Davis*, secretary-treasurer.

ATIONAL Guard news . . . *Horace D. th* of Construction attended summer ning camp in Alabama during July . *Max Jones*, machine operator in veland, also took training with the ional Guard in Alabama this summer.

IVISION engineer and Mrs. *E. L. nper* were mighty happy to have their , Dick, return home after duty with Air Force in Korea . . . Dick reported Carswell Army Air Base in Texas, gust 22.

ACK ON THE JOB . . . *Clyde Poston*, of Construction returned to work y 12, after being on sick leave since ruary . . . *Phil Rucker*, who has been on military leave, returned to work August 1, with the Construction Department at Shelby . . . Another familiar face in Construction is *Ed Hoyle* who returned to work, July 21 . . . *C. L. Walker*, foreman in Landscape, returned to work after a week in the hospital with bronchitis.

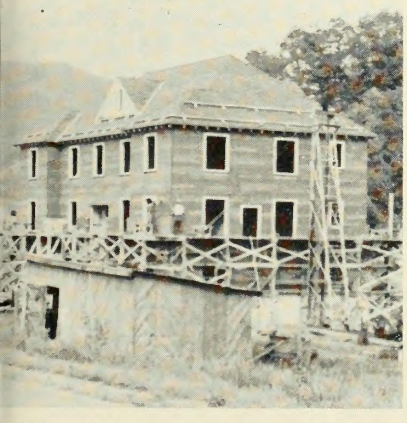
VACATIONS . . . District Engineer *H. H. Weaver* took his family to New York when he attended the Lions Convention . . . *Paul Sain*, key foreman in Lincoln, and his family spent a recent week-end at Myrtle Beach . . . *C. G. Poston*, gang foreman in Cleveland, and his family vacationed in the mountains at Fontana . . . *Tom Bess* of Construction and his wife spent an August week at Myrtle Beach . . . *Mr. and Mrs. H. I. Setzer* and daughter, Joann, spent a week at Cherry Grove Beach during July; he's with the Bridge Department . . . Maintenance supervisor *P. J. Corpening* and family spent the week of July 19, vacationing at their cabin on Lake James . . . Maintenance Supervisor *L. D. Gaither*, Mrs. Gaither, and their two children spent the week of August 1, at Ocean Drive Beach . . . District Engineer *P. D. Miller* attended a special meeting of the N.C.S.H.E.A. insurance committee in Raleigh, June 14; he then took a couple of days vacation and visited his brother, *John Miller*, who is assistant division engineer in the First Division in Ahoskie . . . Assistant division engineer *J. D. Peek* and family vacationed for a week during June . . . *M. W. Runyan* of Construction and his wife spent a week at Myrtle Beach in June . . . *Ralph Hord* of the testing department and family joined *John Rollins* of Equipment and his family for a week's fishing at Kure Beach; they report some good fishing . . . Resident engineer and Mrs. *D. L. Rink* spent their vacation in July at Mt. Prospect, Illinois, visiting their son, Wesley; they report a grand trip . . . *Bill Runyan* of Construction spent a week vacation at Myrtle Beach.

A SPEEDY recovery is wished *Mrs. J. I. Church*, wife of the road maintenance supervisor in District One, who recently fell from a porch at her home and broke her leg in two places . . . Mrs. Betty Falls, wife of *John Falls* in Construction, who had a recent operation but is recovering nicely . . . Little Jane Allen, daughter of *Mr. and Mrs. Carl Allen*, who was stricken with a light case of polio, July 16; Jane returned home from the hospital, July 24 . . . And *H. I. Tomlin* who was painfully injured in Iredell County, April 22, when a tire on his truck blew out; he's making steady progress but is still away from work.

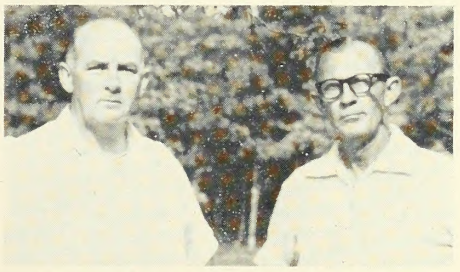
J. F. CROUSE, *R. A. Parker* and *L. D. Peeler* were promoted from temporary to permanent payroll in Catawba County, July 1.

CONGRATULATIONS to the proud parents . . . There's a new addition at the home of *Mr. and Mrs. Junior Martin; Junior* is a truck driver in Cleveland . . . A bundle of joy was recently delivered to the home of *Mr. and Mrs. Hazel Proctor; Hazel* is a machine operator in Gaston . . . *Mr. and Mrs. Richard Danner* announce the birth of a daughter, July 3; the father is a construction employee at Statesville . . . The *H. D. Robinettes* announce the birth of a daughter, Barbara Nelle, July 19; he's a machine operator in Alexander.

I. B. CURLEE, key foreman in Catawba, is wearing a wider grin than usual since he became owner of a new Delray Chevro-



Good progress is being made on the w division office for the Fourteenth Sylva. It won't be long before they'll ve a trim, two-storey office building.



Two employees in the Tenth Division were recently awarded 25 year service emblems. Office engineer C. R. Smith, on the left, and J. B. Graham, highway inspector III, both have 25 years to their credit.



Chairman and Mrs. Graham made a special effort to attend the June picnic for supervisory highway employees atop Roan Mountain. Above pictures were made when the rhododendron gardens were in full bloom. Left to right, District Engineer C. A. Hayworth, Ashe County Maintenance Supervisor J. T. Winkler, Commissioner Ralph Winkler, Mayor Bell Winters of Elk Park, Superintendent of Ashe County prison camp Ed Phillips, and Chairman Graham. Picture on right, from left, Mrs. Graham, Mrs. J. T. Winkler, Mrs. Ed Phillips, Mrs. Ralph Winkler and Pauline Pugh.

let coupe . . . He says it's the first brand new car he's ever had . . . He's keeping his old '35 Ford for those fishing trips he enjoys so much.

SYMPATHY is extended Buford Wellmon of Construction in the recent death of his father.

IN A RECENT issue of the RIGHT-OF-WAY, news sheet of Dickerson, Inc., of Monroe, is a picture of a crew on a job in the Smoky Mountains near New Found Gap, taken in 1932 . . . The white-shirted gentleman, second from left, is *P. J. Corpening* . . . Many changes in the looks of people, highways, and equipment have come about since then, *Corpening* says.

DIVISION FOURTEEN

C. J. BECK
Division Correspondent

ROAD WORK . . . Cherokee County boasts four new black-topped roads: Joe Brown, Grandview, Johnsonville, and Moccasin Creek.

PICNIC . . . Clay and Cherokee County employees along with their families and friends gathered at the Lions Club Pavilion on a hillside overlooking beautiful Lake Chatuge for a picnic, July 23 . . . The delicious food was prepared and served by the Women's Guild of the First Methodist Church of Hayesville.

WELCOME to the new employees . . . *Jerry O'Henry Hatchett* has accepted employment at the Peachtree Prison Camp . . . *Charles Erwin* and *Carl Eurvie* are working temporarily with the Brevard Constuction party; *Charles* is awaiting his call to active duty as a Second Lieutenant; *Carl* is awaiting word from any college that will give him a football scholarship . . . *Jack Harris* is a new engineering aide I with the Brevard Construction party . . . *Jack*, a Korean veteran, is a native of Chester, South Carolina, and formerly worked with the South Carolina highway department . . . *Donald Raxter* replaces *Marvin Worley* who has returned to construction work in Waynesville; *Don*, an Engineering Aide II, will assist *D. E. Hyatt*, Road Oil Supervisor, in his office.

SYMPATHY goes to *J. P. and Lois Wortman* in the death of their infant daughter, July 7; he's an engineering aide II in Brevard . . . And to Truck Driver and Mrs. *Hardie C. Morris* whose little son, Hardie, Jr., was drowned in Hiwassee Lake, July 5.

GANG FOREMAN and Mrs. *Dillie G. Raxter* are mighty proud of their



This winsome miss is Mary Jo Glisson, tiny granddaughter of C. L. Gray. She was only 13 months old when picture was made. Gray is a mechanic in the Second Division Shop at Greenville.

daughter, Doris, who graduated Mars Hill College, June 7 . . . Doris enter Southwestern Seminary, Worth, Texas, this fall.

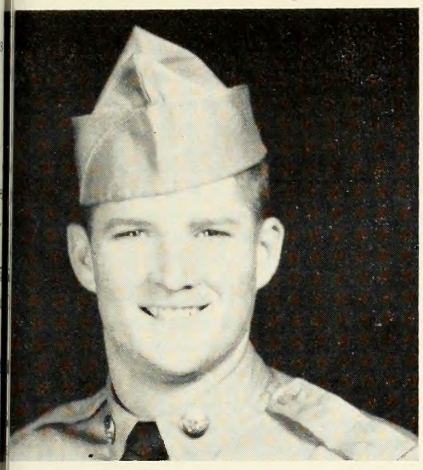
NEW ADDITIONS . . . Mr. and Dennis Raxter announce the birth son; Dennis is the son of Gang fore *Dillie G. Raxter* of Andrews . . . *Mr. Mrs. Charles McCall* have a baby Vickie Jan, who was born June 25 Angel's Hospital in Franklin; the fa is an engineering aide I in Franklin.

SUMMERTIME FUN . . . The staf the division office in Sylva had a picnic in the Smoky Mountain Nati Park, July 31 . . . Steaks were charcoa potatoes were french fried, and a to salad was served . . . On hand for feast were *Mr. and Mrs. G. G. Page* daughter, Mary; *Mr. and Mrs. C. W.* and their three boys; *Mr. and Mrs. C Beck*, and daughter; *Mr. and Mrs. Don Raxter* and son; *Mr. and Mrs. D. Hyatt* and son; *Mr. and Mrs. Der Higdon; Mr. and Mrs. M. E. White* daughter; and *Mr. and Mrs. Leon Sut* . . . A big time was had by all.

TIME OUT . . . *Mr. and Mrs. M. White* enjoyed a week vacation to Wa ington, D. C., during July; he's the rig of-way engineer at Sylva . . . *Mr. and M Dennis Higdon, Jr.*, spent several days the Florida sunshine while visiting Sil Springs, Orlando, and Daytona Bea *Mrs. Higdon* is a steno-clerk in the d sion office . . . Office engineer and M *C. J. Beck* spent a week touring Michig and southern Canada . . . Mary Pa daughter of the division engineer, visi her grandmother in Marianna, Flori recently.

RIGHT-OF-WAY Engineer and M *G. W. Clayton, Jr.*, are delighted w their brand-new Chervolet; they broke in on a trip to Florida during August.

MORE VACATIONS . . . Tractor ope tor and Mrs. *Clarence H. King* spe several days sightseeing in Arkansas a Missouri; *Clarence* reports his ne Chevvy performed beautifully . . . *Mr. a Mrs. F. K. Westwood* vacationed in Flori for a week in June; *Ken* reported t fishing was slightly off, but the Flori sun was all that could be expected . *W. P. McGaha*, engineering aide I Brevard, motored to Rosman and Bohay Beach over the Fourth . . . Engineeri Aide II and Mrs. *Ralph N. Barger* had good two week trip to Charlesto West Virginia, Westminster, Marylan Gettysburg, Pennsylvania, and Chatt nooga, Tennessee . . . *Mr. and Mrs. W. Baker* and family spent a week vacati at Daytona Beach and Orlando; t weather was cool . . . *Baker* is a Highwa Engineer I in Franklin.



Corporal Fred Pickett, son of Mr. and Mrs. Norman Pickett of Magnolia, is stationed at Ft. Benning in the Field Artillery. Prior to entering the service, he spent two years at Oak Ridge Military Institute. His father is patch foreman in Duplin County.

HEADQUARTERS

CHAIRMAN Graham spent several days in July attending the 46th Annual Governor's Conference at Bolton Landing, New York, with Governor Umstead . . . They heard Vice President Nixon, speaking for the President, suggest a $50-billion highway construction program for the next ten years . . . Then one morning the Chairman and the Governor flew to Washington, D. C., on State business and returned to Raleigh that same day at noon . . . The *Chairman* and *Mrs. Graham* are mighty glad to have their son, Capt. Jim Graham, with his family back in North Carolina . . . He had been stationed in Germany.

TRAFFIC Engineer *Robert Burch* spent a recent week touring the northeastern part of the country . . . *Andrew Ward* took his family to Long Beach for a July week . . . *Robert Dodge* spent a week in August at Holden Beach . . . *Ruth Parkerson* took off several days.

EQUIPMENT Depot News . . . *D. H. Mantley*, *F. E. Godbold*, and *J. S. Hawkins* recently passed 30-year work anniversaries . . . *F. R. Neville* has completed 25 years of highway work . . . *H. D. Strickland* and *W. M. Titley* have 15 years to their credit . . . Ten-year emblems were awarded *C. M. Johnson*, *W. H. Nordan*, and *J. W. Ward* . . . The following men have passed five-year service anniversaries: *Estis Barbee*, *H. A. Evans*, *J. B. Worrell*, *D. G. Hopson*, *E. J. Hudson*, *A. E. Jones*, *Earl Perritt*, *D. T. Reaves*, and *T. Reams* . . . Congratulations to each!

FROM THE BRIDGE . . . Welcome to the new employees: *Francis M. Maddux*, Bridge Design Engineer; and *Mrs. Mary C. Watson*, typist-clerk . . . *Richard C. Yow*, *Ray Damron, Jr.*, and *Bobby Hastings* were temporarily employed in the drafting room this summer . . . Also welcome to *A. J. Hughes*, former Assistant Division Engineer in the Eighth, who has transferred to the Raleigh Bridge Department . . . *Mrs. Kirvin Satterwhite* has transferred to Bridge Maintenance . . . Bridge Engineer *T. B. Gunter, Jr.*, attended the Bridge Committee meeting of the AASHO in Birmingham, July 22-23 . . . *Mr.* and *Mrs. Richard C. Yow* announce the birth of a daughter, Nancy, June 17 . . . *Mr.* and *Mrs. Murray Howett* announce the birth of a daughter, Cornelia, July 16 . . . *Peter G. Hoadley*, a temporary Bridge Location employee, was married to Mary Emily Munch, June 12; her father, J. W. Munch, used to work in the drafting room . . . *Mr.* and *Mrs. Ranson V. Bennett* announce the birth of a daughter, Lynda Jean, August 1, the father is a bridge draftman.

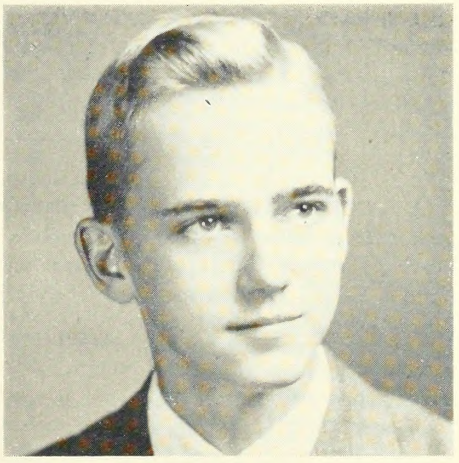
STATISTICAL FACTS . . . *J. S. Burch* took a week-long Navy cruise in the Atlantic with the Explorer Scouts recently . . . *Polk Denmark* made the same trip later; both men served as scout leaders . . . *Marie Hatt* and family spent a week in the mountains . . . *Flora McDonald* spent a week at Morehead . . . *Bryan Moore* took his family to South Carolina in June . . . *Guy Farmer* and his wife spent some time in Spring Hope . . . *Betty Myers* is back from a stay at Topsail Beach . . . *Walter Witey* is back from a week-long check-up in the hospital . . . *Gilfredo Gonzalez* is delighted over the birth of his first child and son, Antonio, July 2 . . . *T. F. Southgate*, *Flora McDonald's* brother-in-law, died July 9, in Durham . . . *D. C. Fussell* and his wife vacationed at Harkers Island . . . *Lucille Winstead* and family spent a week in Morganton, W. Va. . . . *Mildred Thompson's* husband. Charles, has been sick in the Veterans Hospital in Durham . . . *Jane Cameron* spent a week in Hickory . . . *L. V. Jay* took his family to Long Beach for a week . . . *Bob* and *Bette Tittey* spent a recent week in New York . . . *Dot Turner* spent a week in Florida . . . *Roy Cooke* and *Leroy Edwards* took their families to Atlantic Beach for a long week-end . . . *James Bradford* and his family went to the mountains for a vacation . . . *John* and *Margaret Honbarrier* visited in Dobson . . . *Donald Corwin* went to R.O.T.C. summer camp.

FROM ACCOUNTING . . . The gang celebrated *Clayton High's* birthday recently with an informal office party, cupcakes and cokes were the fare . . . They gave him a nice ashtray for his house . . . *Freda Webb* vacationed at Nags Head . . . *Cecil Stearns* has a new little granddaughter . . . *Ruth Boone* spent a week at Wrightsville . . . *Addie Webb* went to the mountains for a week . . . *Jean Hicks* spent a long week-end at Carolina Beach . . . *Mary Wilkinson* vacationed at home . . . *Nelle Brown* spent some time at Wrightsville . . . *Sherritt Montgomery* also went to Wrightsville . . . Our sympathy to Sam Smith in the recent loss of his little grandson.

LANDSCAPING . . . *F. H. Brant* was in the hospital for a check-up; we hope he's much better now . . . *Irma Callahan* spent several days at Maple Hill . . . *Katherine Harris* spent an August week in Bayboro . . . Our sympathy to *W. R. Phelps* in the death of his brother, J. Wilbur Phelps of Charleston, S. C.

ON LOCATION . . . *Paul Ferguson* is all smiles since the birth of his second child and first daughter, Paula, in June . . . *Mr.* and *Mrs. George McKintey* vacationed at his boyhood home in Meadville, Penn. . . . *Sudie Seltman* took time off to visit her cousins in Charlotte . . . *Bitt Pate* has been sick in Duke Hospital . . . *Louise High* spent a week at Carolina Beach; *Jane Campbelt* at Wrightsville . . . A former employee, Frances Poland Smith, has a little girl, Charlene, who was born June 6 . . . *Lloyd Cook* vacationed at Virginia Beach in August.

MORE VACATIONS . . . *Louise Bernard* took a long week-end at Atlantic Beach . . . *Elizabeth Hughes* spent a week at Nags Head . . . *Jewel Kidd* spent an August week in West Palm Beach . . . *Ina Ferrell* vacationed at home; she took



Charles Curtis Parker enlisted in the Army in June and took his basic training at Camp Gordon. He had three years of ROTC training in high school. His father, C. C. (Buck) Parker, is the Road Oil Supervisor of the Third Division.

several short trips . . . *Avis Knight* will visit her son, Donald, and family in Hampton, Va., in September.

THE OLD highway building which was Raleigh headquarters for 30 years is being renovated . . . Plasterers, carpenters, and painters are busy turning it into a State Art Gallery to display the State's art treasures.

THE EMPLOYEES Association, some 200 strong, met August 6, at the State Fairgrounds for a barbecue . . . *Chairman Graham* spoke briefly to the group.

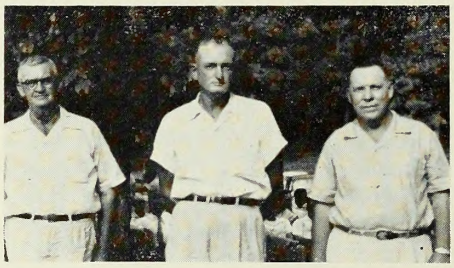
FROM THE LABORATORY . . . *Mrs. Janet Adams* and family spent a week in August at Long Beach . . . *Mrs. Lucille Crawford* and son, "Cricket", visited relatives and went sight-seeing in Washington and Maryland for a week . . . *George Turner*, Scout Leader, is back from a cruise with the Explorer Scouts; they were guests of the Navy and went to Norfolk and Annapolis besides cruising in the Atlantic . . . *Barbara Dean* reports a fine week at Myrtle Beach . . . *Alma Perdue* spent some time at Buckroe Beach and Norfolk . . . *Mr.* and *Mrs. Dewey Hester* toured the western part of the State and brought their son, Henry, back from a six-week stay at the Transylvania Music Camp; *Henry's* a talented musician . . . *Mr.* and *Mrs. E. G. Hill* enjoyed a week's stay at Morehead City . . . *C. L. Dodl* flew out to California, and visited in San Francisco, San Rafael and Pasadena . . . The *Duke Morgans* motored to Baltimore, New York, New England and Canada in August . . . *W. L. Collins*, part-time worker in the physical lab, resigned to work with the Corps of Engineers in Wilmington . . . The *J. R. Brandons* named their daughter who was born August 2, Barbara Adams . . . The *James Garners* announce the birth of a daughter, Beverly Gray, July 2 . . . *Mr.* and *Mrs. R. J. Scarborough* became the proud parents of a daughter who was born August 12.

OFF THE RIGHT OF WAY . . . Elizabeth Talton spent a week at Carolina Beach in August . . . *Buck Webb* took his family to Nags Head for a week in July.

JEAN WELLONS of the Prisons Department will marry Grady Wright September 3, in Princeton . . . They'll set up housekeeping in Raleigh.

HIGHWAY PURCHASING . . . *Jack Munns* was promoted to Assistant Purchasing Agent when *F. B. Hall* retired recently . . . *Jack* was married to Margaret Ellen, July 31, in Rocky Mount . . . The young couple honeymooned at Myrtle Beach . . . *Harold W. Harper*, who taught at Myrtle Underwood Grammar School last year, took over *Jack's* old job . . . *Harold's* a '53 graduate of Carolina; his wife is the former Mickey Britt of Bladenboro . . . They have a two-year old son, Harold, Jr. . . . *Lillie Bell Hunter* went to Black Mountain and stayed at the Monte Vista Hotel; she made several side trips and saw UNTO THESE HILLS . . . The *Jim Potters* spent the first week in August at Fontana Village . . . *Leona Sidbury* spent a week in August in the mountains . . . *Daisy Rhoney* spent a week in the mountains and toured the Parkway . . . *Mary Lee Stephenson* spent a week visiting her family in Zebulon; she brought back enough vegetables and fruits to stock her freezer locker this winter . . . *Betty Wilkins* spent a week in July at Atlantic Beach . . . *Louise Shepherd* spent sometime at Harkers Island and Atlantic Beach . . . *Sue Cox* visited in Bayview; she took in THE LOST COLONY and THE COMMON GLORY at Williamsburg . . . Reapa McDaniel spent a week at Myrtle . . . *Sally Young* took a week off in August.

B. W. DAVIS is settled in his new office of State Maintenance Engineer on the Fourth Floor of the highway building . . . His secretary, *Ethel Jones*, is located in the adjoining office.



Three men in the Tenth Division received 15-year service emblems, July 24, in Monroe. From left, Harvey D. Hunt, section foreman's helper; George W. Hannah, shovel operator; and T. H. Gribble, highway engineer III.

After a business meeting of the NCSHEA, more than 200 employees enjoyed a fried chicken supper. Otis Banks, Fred Biggerstaff, and Merle T. Adkins were present along with the State Senators and Representatives from that area. County Commissioners of Union were also guests.

BRIDGE MAINTENANCE . . . *Adams H. Shores* of the warehouse spent a week in western North Carolina and Virginia visiting relatives . . . *Kay Satterwhite* replaces *Becky Griffin* . . . *Mr.* and *Mrs. A Furtado* plus family visited his old ho in Maine . . . *Charlie Biggs* and wife va tioned in Baltimore and Pennsylvania *Ralph Carrol* and *Don Baker* bought boat to use at Buggs Island; they are pecting some big catches.

SAFETY Director *L. R. Fisher* hac ten-day visit from his brother, John Fi er, of Miami . . . They spent 3-4 days tr fishing . . . *Mary Stuart Allen* took a we off in August.

OUT OF COURT . . . *Edna Jerome* former employee in Location, is aga working for the Commission; she to *Barbara Sykes Schacht's* place . . . *K Wooten* took his family to White Lake a week . . . *Alice Gorham* spent her we long vacation at home . . . *Virginia Ly* sunned with her family at Ocean Dri for a week . . . *E. O. Brogden* has mov his wife and child into the Country Cl Homes.

OUT OF STOCK . . . *Mary Jane Har* was employed in Equipment to repla *Edith Williams* . . . *Sig Hardesty* spe two weeks in August at National Gua Summer Camp in Alabama; he's a Co nel . . . *Myrtle Wall* spent a July week Topsail Beach . . . *Frances Stephens* and husband spent a week at Caroli Beach . . . *J. V. Clifton* went fishing f several days . . . *Vera Graham* went Cape Cod to visit her niece . . . *Doris Je Barham* spent her time off at home canning . . . *Joan Daniels* took a week in August.

PERSONNEL . . . The assistant dir tor, *Sam Badgett*, was married to M Shirley Kennedy, August 7, in the Hay Barton Methodist Church; they hone mooned in the mountains . . . *Earl a Sarah Crump* spent a week at Wrigh ville . . . *Dot Medlin* took her little gi Sandy, to Topsail Beach for a long-wee end.

ROADWAY . . . *Mrs. Lillian Sorrell h* been at home ever since a bad fall sever weeks ago . . . *Don* and *Jean Freeman a* mighty happy over the birth of a daug ter, Claudia Jean, July 21 . . . *Edg Thomas Brame, Jr.*, is a new draftsma . . . *Othe Graham Duke, III*, is workin temporarily in the drafting room . . . *To Park* brought back a 36-pound Amberjac after a recent fishing trip off Morehea . . . *Ed McMahon* took time off to visit h old home in Brevard . . . *Bill Fulghu* spent a few days at Morehead . . . *M. McEwen* and *Jimmy Coiner* each *spent* week at Long Beach.

oll Road To Be Built

Bids will be received September 15, o a toll road running from Nags Head t Virginia Beach. The bids will be open- e at the Cavalier Hotel at Virginia Bch. The toll road, the first for North Crolina since the Highway Commission ws formed, will be about 50 miles lg with 28 miles lying within the Ste. It will begin at or near the psent intersection of the Duck Road al US 158 and run north along the Atlantic shore to tie in with a road south o Virginia Beach.

Earlier the Virginia and North Caro- La turnpike authorities signed agree- nts for the sale of about $3,000,000 bonds to finance the project. The firm c Deleuw, Cather and Company of Cicago made the traffic survey. The fm of William F. Freeman Engineers ad Architect, Inc., of High Point is in carge of the engineering and construc- tn. The bond sale will be handled by a syndicate composed of Strader-Taylor c Lynchburg, Va., and Alex Brown and Cmpany of Baltimore, Md., and as- sciates.

The joint turnpike authorities will net September 17, in Raleigh to receive rcommendations of the engineering fm before awarding the road build- ig contract. Appointive members of the Crolina-Virginia Turnpike Authority a John G. Clark of Greenville, chair- an; Guy H. Lennon of Manteo, and Vayland Sermons of Washington, N. C. Ighway Chairman Graham is an ex- cicio member.

Surplus Allocated

Governor Umstead allocated $4,654,- 0 in surplus highway funds to nine top- iority projects, August 12.

The Governor made the following ocations:

$2,000,000 to complete construction of e bridge across the Croatan Sound. st year, the Governor made an initial ocation of $750,000 from highway rplus funds for the bridge.

$350,000 as partial cost of grading d structures for the dual-lane con- uction of US 70 from New Bern to erry Point. A total of $425,000 in deral funds are also available for the ork. Total cost of the work is about ,700,000.

$54,000 in Warren County for the ving of a road from Mount Auburn urch to Kerr Lake and for a loop road US 158.

$200,000 in additional funds for construction of a by-pass of US 29 around Salisbury. An allocation of $500,000 was previously made on the Salisbury work which will cost more than $2,000,- 000 in all.

$500,000 for major construction in the vicinity of Charlotte.

$400,000 as the initial cost of grading, structures and paving of a portion of NC 16 from Jefferson toward Virginia State line. Surveys are being made for the Ashe County work which will cost more than $1,000,000.

$300,000 as the partial cost of construction of street from Beaucatcher Tunnel to West Asheville Bridge on US 70, 19 and 23. The work will cost in excess of $1,000,000. The initial allocation will cover cost of acquiring right of way in which city of Asheville will participate.

$350,000 as additional funds for construction of US 19 and 23 through Canton. A previous allocation of $750,000 was made for the work.

$500,000 for the construction of urgently needed prison facilities.

The Governor said, "I fully realize that there are many other worthwhile projects . . . However, I feel that I should retain the small reserve of $648,088.68 at this time."

A total surplus of $5,302,088.68 was available at the end of the fiscal year on June 30.

Rates For Ice Capades

State Highway employees and their families are offered special, reduced rates for the opening performance *only* of "Ice Capades of 1955" in the William Neal Reynolds Coliseum at N. C. State College in Raleigh on Tuesday night, November 2, at 8:30 o'clock.

For the opening performance *only*, Tuesday night, November 2, highway employees may purchase $1.50 tickets for $1.00; $2.00 tickets for $1.50; $2.50 tickets for $1.75; and $3.00 for $2.00. These reduced rates apply to any order in any quantity. Choice seats may be obtained by writing early and directly to W. Z. Betts, % the Coliseum, Raleigh.

"Ice Capades of 1955" features a rink version of "Wish You Were Here"; a ballet based on Gershwin's "An American in Paris"; a number based on Schubert's "Ave Maria"; a Mother Goose spectacle, "Humpty-Dumpty on Ice"; and a feature patterned on "Dragnet."

NCSHEA

(Continued from page 4)

VACATION—still discussed and still argued. We stand equal to other States better than most, so perhaps we should let well enough alone, huh? Vacation should be taken and not saved as an "insurance policy" — every person should get away from the job during the year, and no job (nor any employee) is so important that a person can't leave it a few days once in awhile. Many employees seemed to be worried about having their maximum now, and not earning any more—take some and reduce the maximum so you can start earning again!

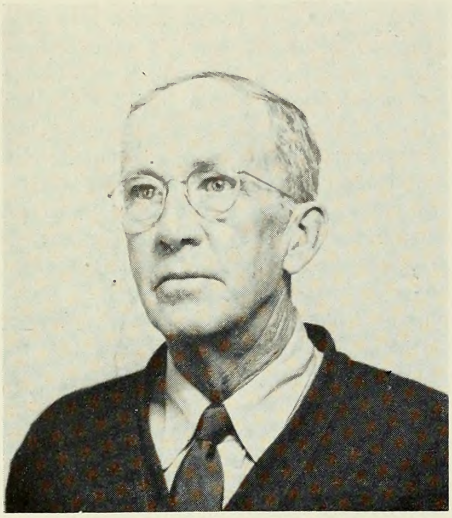
WHO SAID MY SALARY WAS $10,- 000 per year? I wish it was! It's a great deal less than that is my reply to the thoughtless person who made such a remark. Somebody asked how dues were divided, and thought all came to the General Fund. Far from that—the $4 per year is divided with $2.50 to General Fund, and the balance of $1.50 to the Units and County Chapters. Somebody also said we spent too much money on "feeds". Poor, ignorant person—the many chapter meetings with suppers served are "dutch" affairs, paid for by the local employees, and they pay for the ladies also. Any other questions?

RETIREMENT CONTACTS — finally approved by Chairman, Mr. Witherspoon, and Retirement System. In the future, when any member signifies desire to retire, he can file application and ask for figures on options, which will be furnished; also, he may request that I contact him to explain what he might be entitled to, and in that case I will be notified and will make a personal visit to the employee-member. This is just another service we try to render for the benefit of our members and to create better feelings between all departments.

JUST RAMBLIN'—Philosophy is just common sense in a dress suit—A lie travels around the world while truth is putting on its shoes—Too much celebrating has kept many a man from being celebrated—People are like rivers, whatever is in them comes out at the mouth — If you want to see a short summer, borrow some money, due in the fall—Money is called "cold cash" because we can't keep it long enough to warm it up—When a girl's kisses make a man think he is in heaven, it's no sign the girl is an angel—Don't keep telling your girl friend you are unworthy of her, let it be a surprise. I'LL BE SEEING YOU AROUND!

Otis Banks, Secretary

HONOR ROLL OF 30-YEAR HIGHWAY EMPLOYEE



JOSEPH F. SETSER

Maintenance supervisor Joseph F. Setser is appreciative of the opportunity the Highway Commission gave him to raise and educate six children. In his words, "They all attended college and I am very proud of them. Our children have had a total of 22 years in college."

Regarding his 30 years of highway work, he says, "I started work on location June 22, 1923. In 1925, I was transferred to construction with W. B. Ferguson as resident engineer on the paving of US 23 from Franklin to the Georgia line. During the depression, I operated a motor grader for three years. I was reinstated as a foreman in 1936. In 1938, I was made county foreman; supervisor in 1944. From July, 1949, to 1953, I was an inspector on bond roads since I was disqualified as a supervisor in Macon. I came back to Macon County in 1953 as supervisor—my present job."

Setser, son of Andrew and Elizabeth Cloer Setser, was born August 17, 1890, in Macon County. He attended the county schools, completing the sixth grade. August 3, 1918, he was married to Harriet Slagle. Today they live on R. F. D. No. One, Franklin. They have five living children: Dr. Mack S. Setser of Lake Junaluska, Mrs. Bob S. Sloan of Franklin, Thomas E. Setser of Scotts, Mrs. Charles B. Porter, Jr., of Salisbury, and Mrs. A. L. Ramsey, Jr., of Franklin. They also have seven grandchildren. The Setsers are Baptists.

In his words, "Our second son, 1st Lt. George H. Setser, was killed in Italy in May, 1945. Mack, a '41 State graduate, was a Major in the Marine Corps. He got his Doctor of Veterinary Medicine from the University of Georgia. Tom, a Staff Sergeant in the Air Force, completed four years of college and is now vocational agriculture teacher in the Scotts High School.

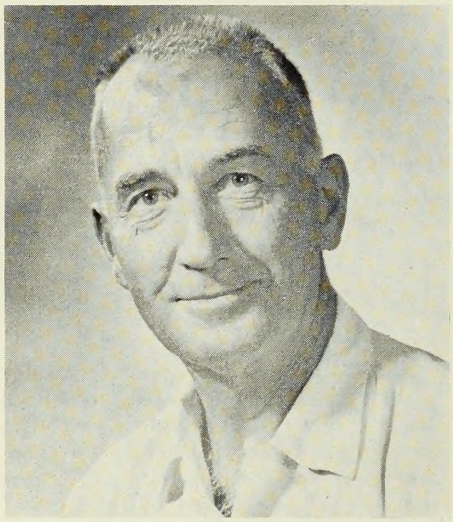
"In addition to Ferguson, I have worked with Dave Gibson, A. A. Siler, Roy Plemmons, W. A. McNeil, E. L. Curtis, and John Walker."

E. C. Tyndall started his highway career in October, 1923, when he came with the Highway Commission as a laborer. He was soon promoted to truck driver. Next he was a section foreman, then a patch foreman, and later a gang foreman.

In 1941, Tyndall was promoted to his present job of Road Maintenance Supervisor in the Third Division.

He worked under the supervision of R. E. Snowden till 1931; R. V. Biberstein and B. Britton till 1935; and under B. Whiteside since 1953.

His wife is the former Sallie Eva Bryant of Sampson County. They have three children and two grandchildren. He's a member of the Masonic Lodge in Kenansville. His hobby? Work.



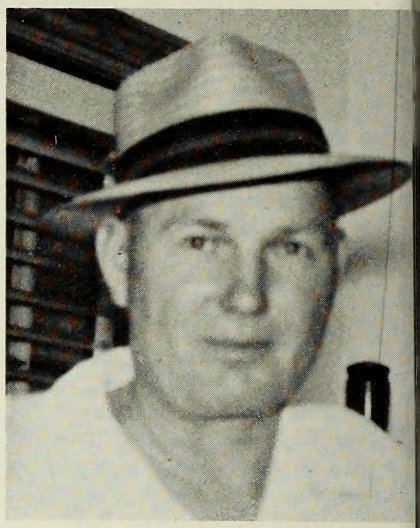
EUGENE CARSON TYNDALL

The roadway maintenance supervisor of Johnston County is J. V. Walters. His highway service dates from February 16, 1924, when he started with the Commission as a water boy.

Since Walters was only 44 last April 10, he may be the youngest man ever to complete 30 years of highway service.

After being water boy, he moved on up as section foreman helper, section foreman, gang foreman, supervisory foreman, and to his present position of maintenance supervisor.

His wife is the former Ailene Williams of Franklin County. They have two teenage children. Mary Patricia, who is 18, just graduated with the highest honors



J. V. WALTERS

in her class from Pine Level High Sch
She received three scholastic awards a
a scholarship to East Carolina Colle
Joseph V. Walters who is 17 will b
high school senior this fall.

Gang foreman Samuel B. Allison
Brevard recently retired after 30 ye
of service with the Highway Comm
sion. He started back in the ea
twenties as a laborer. Later he opera
a road machine. For several years n
he's been a gang foreman. In his wor
"I've spent several years in rock qua
work, as well as some time on cou
roads. I've worked for E. H. Webb, a
a number of others."

Allison is the son of Benjamin a
Sally Allison. He was born March
1889, in Jackson County. He was educa
in the public schools in Greenville, So
Carolina. September 30, 1925, he
married to Sally R. Zachary. They h



SAMUEL B. ALLISON

ee fine children: Mrs. Roy Bedding-d, Sgt. Robert L. Allison who is with Army in Germany, and Pvt. S. Hugh ison who is with the Army in Korea. The Allisons attend the Brevard Metho-t Church. They live near Brevard.



JOHN LEE GRANT LA FEVERS

Maintenance and prison foreman La evers enjoys fishing and hunting on s time off. He's also a good designer d builder of small boats.

Looking back on his 30 years of rvice, he says, "I have enjoyed work-g for the Highway Commission. In is work, I have made so many good iends who have been a great pleasure."

The foreman was born in 1898 in len Alpine. He is the son of Mr. and rs. M. P. La Fevers. He attended a unty school at St. Paul Mission in urke County. December 27, 1922, he as married to Martha Wallace hildress in Morganton. Today they ve near Nebo and are Episcopalians.

He started with the Commission in ly, 1923, as a truck driver in Burke ounty. Two years later, he was made section foreman and continued in this ork until 1937. Next, he was a prison reman in McDowell County. All his ork has been in Burke and McDowell ounty on mountain roads. La Fevers a member of the Moose Club.

Supervisory foreman Charles F. Williams of Asheboro started his high-ay work back in 1923. He worked with eorge L. Clodfelter on bridges for over wo years. The following seven years, e did extra force work. From 1933 to 948, he served as a floating gang fore-an and worked prisoners in Randolph County. In 1948, he was promoted to his present position as supervisory foreman in charge of building and grading roads in Randolph. Williams is the son of Thomas and Mary Williams. He was born April 27, 1904 in Westfield. In 1928 he was married to Sally Caudle. They are members of the Balfour Baptist Church. The Williams' live at 1524 N. Fayetteville Street in Asheboro and have three children: Charles Thomas, Nancy and Elizabeth. Charles and Nancy are both married and the foreman has one grandchild, Teresa Williams. Charles is employed by the Highway Commission while Nancy and Elizabeth work at General Electric. The senior Mrs. Williams, a public school teacher, has taught 17 years in Randolph County. He's a Mason.



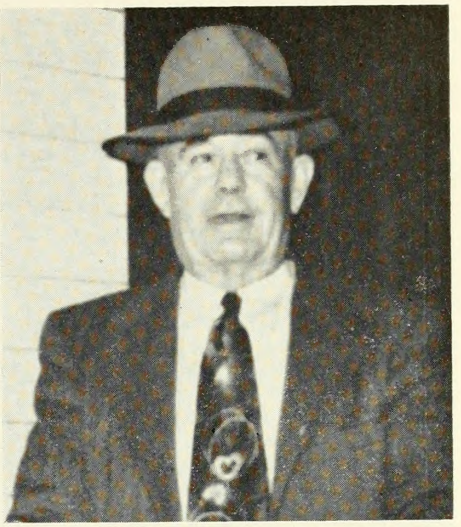
CHARLES F. WILLIAMS

Section foreman Claro Pell Styles recalls that he worked under W. H. Rogers, Jr., and Joe Taylor when they were district engineers. He has also worked under supervision of Bob Moore, Bob Dawson, Heber Gray and J. V. Walton. His present supervisor is Jimmy Brown.

Styles was born December 2, 1892 in Franklin County. He is the son of Mary and Willie Styles. The foreman attended Knightdale School.

For the first 24 years he worked with the Commission, Styles worked as a section foreman of dirt roads. He ran a road machine near Apex. For the past six years, he has been section foreman of the highways around Wendell.

Styles is a member of the Wendell Baptist Church. He is also a member of the American Legion, Farm Bureau, and State Highway Employees Association.

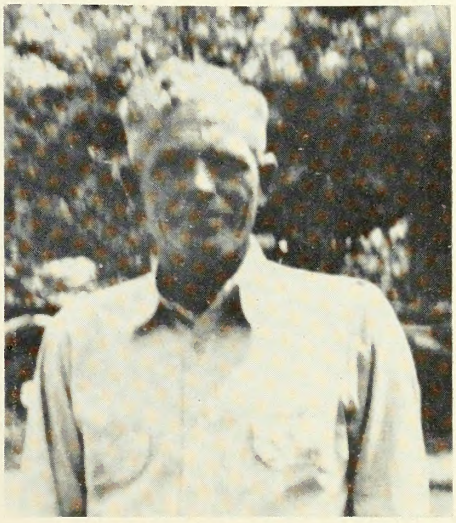


CLARO PELL STYLES

Section foreman Joseph Clarence Godwin of Bayboro is better known to his associates as "Pug" Godwin. His highway service dates from 1923 when he started as a truck driver with Corbett Norris. The following year, Godwin was transferred to Beaufort to work with Jerry Thomas. Next, he worked with Charlie Thomas. Later he had a floating gang.

In 1929, Godwin was moved to Goldsboro and worked with Vernon Maxton who was section foreman of hardsurfaced roads. Next, he was sent to Bayboro to work with Haywood White on dirt roads in Pamlico County. Godwin continued in this work until he was promoted in 1942 to his present job as section foreman of hardsurfaced roads.

Born February 25, 1904, in Havelock, he is the son of Mr. and Mrs. Elijah Godwin. December 15, 1928, he was married to Eva Helen White in Havelock. Today they live in Bayboro and have two children: Margie Helen Godwin and Bobby Joseph Godwin. They are Methodists. He keeps up with the Charitable Brotherhood.



JOSEPH CLARENCE GODWIN

Prisons Department Settled in New Quarters



The Raleigh offices of the State Prisons Department have been moved from the old highway building to the first floor of the Mansion Park Building. The offices were repainted and remodeled for the Prisons Department. There's a conference room, a larger records room and more space than in the old location. Here in high-ceilinged offices the headquarter employees of the Prisons Department can work in quiet comfort.

Top row from left, Virginia Harvell takes dictation from Robert Allen, Assistant Director of Prisons in charge of Road Camps; State Prisons Director W. F. Bailey; and Assistant Director of Prisons Blaine M. Madison who is in charge of Prisoner Rehabilitation and Training.

Second row, from left, W. L. Fleming, Business Manager, and his secretary, Mildred Baker; Walter Bryan who is in charge of the prisoner education program, Prison Recre tional Director R. V. Bennett, and Margnerite Mitchin secretary; and G. M. Swicegood who is in charge of pris farming operations.

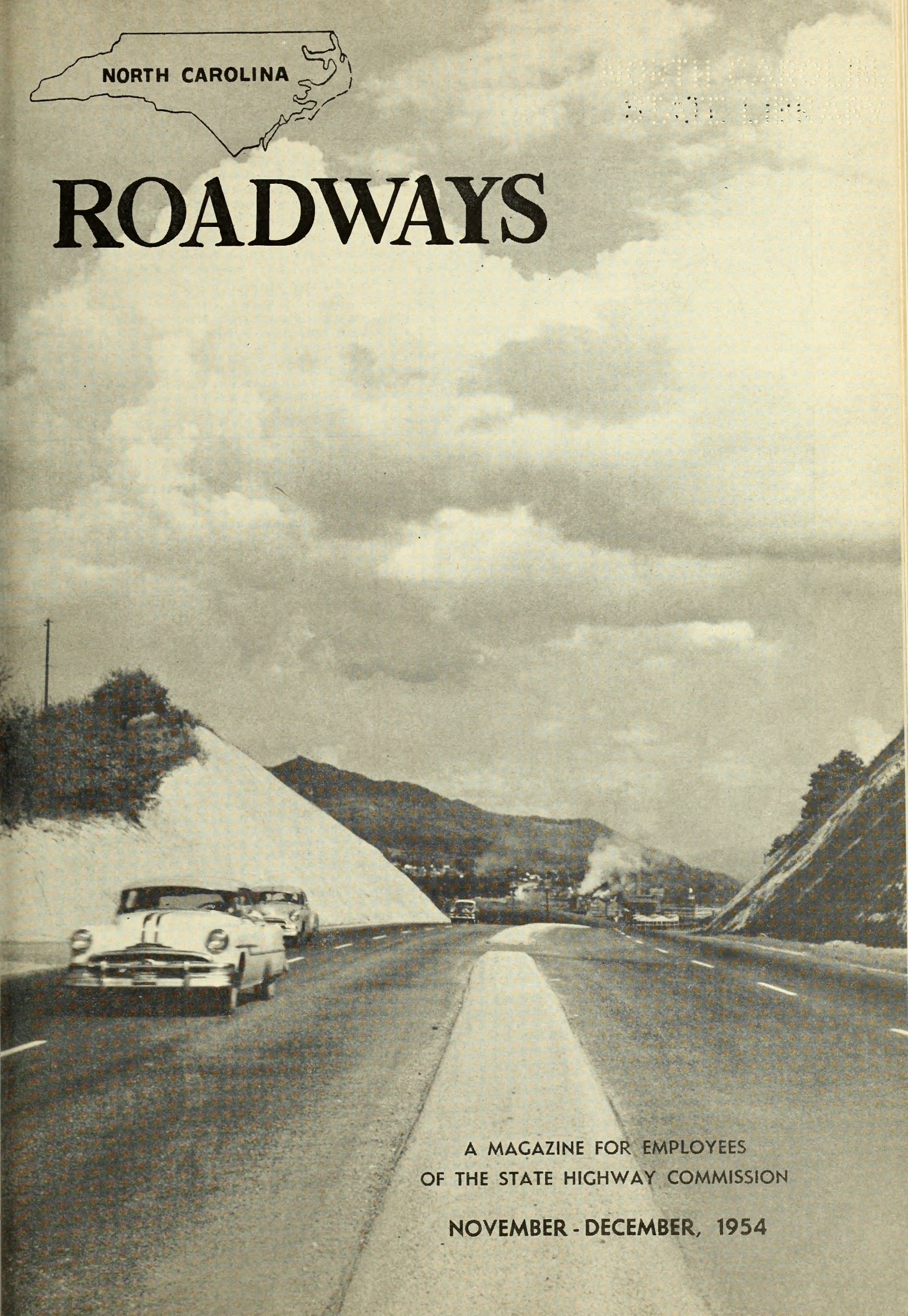
Third row, from left, J. D. Wilson, Supervisor of Consol dated Records Section and his secretary, Hazel Keitl Charles Amick, Chief Clerk; Mrs. Della Mitchell who hel in prisoner rehabilitation; and Williard Davis, Food Servi Instructor for prison cooks.

Fourth row, from left, Anne Jones, Mildred Ferre Margaret Pollock, Jean Wellons, Peggy Jones, and Haz Keith, all employed in the Consolidated Records Sectio Lovie King and Virginia Clement who work with employe personnel and payroll records; and S. H. Goldfein, Foo Service Director.

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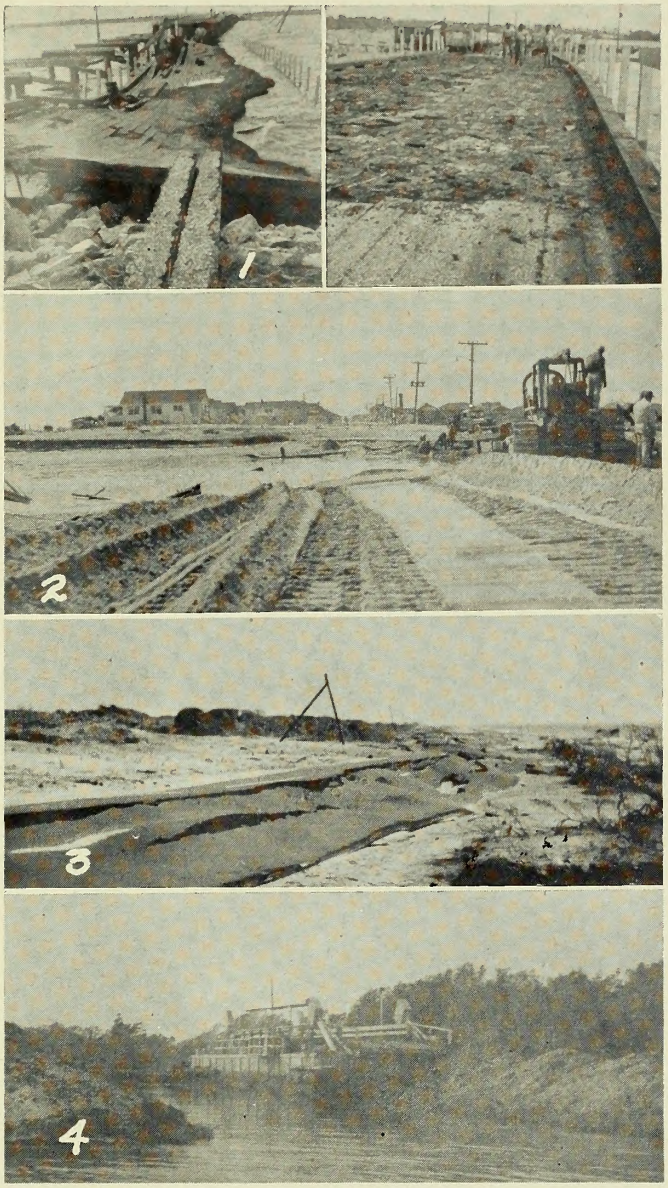


ROADWAYS

A MAGAZINE FOR EMPLOYEES
OF THE STATE HIGHWAY COMMISSION

NOVEMBER - DECEMBER, 1954

Hurricane "Hazel" Was Here



Chairman Graham and Chief Engineer Rogers were high in their praise of the highway employees who worked so untiringly to repair the hurricane "Hazel" damage. Road and bridge crews moved so quickly into damaged areas that most highways were cleared and open to traffic by that Friday night. Graham and Rogers commended the many workers who stayed on the job through the week-end following the hurricane and were on duty from early morning until night.

By Wednesday night after the hurricane, one of the biggest breaks in the road system, the North River Bridge east of Beaufort, had been opened to one-way traffic. Over 20 of the bridge's 17-foot timber spans had been washed out. The bridge lost nearly all its deck and stringers.

A new inlet was cut across Holden's Beach which may have to be bridged or filled. An inlet was cut on the Carolina Beach road between Carolina Beach and Kure Beach.

The bridge between Beaufort and Morehead City was seriously damaged by a storm-tide current which washed out the channel to within a few feet of the bottom of its supporting piles. The load limit was reduced to three tons while repairs wre made. A contractor drove new piles after his pile driver barge was pulled off the banks back into the channel. 'e bridge may be so badly damaged, it may have to be - placed.

Serious damage was done to the roads at Holden Bea Long Beach, Fort Caswell, Wrightsville Beach and Carol Beach. The road to Caswell was blocked as several secti were undermined and parts may have to be rebuilt, proba on a new location.

Pictures at left were made by engineers from the Bureau Public Roads. 1.) Two scenes of damage to the North Ri Bridge. 2) US 421, near south city limits of Carolina Bea was damaged when the ocean cut a new inlet across the r to a fresh water lake. The break will probably be filled by sand and resurfaced. 3.) A scene on road to Ft. Casw shows devastation caused by ocean on the right. Road v have to be rebuilt. 4.) Scene near Sears Landing shows pontoon bridge marooned in a marsh. The barge, part o temporary bridge to Surf City, was washed across the Inla Waterway and deposited in the marsh. A canal was dug the barge and it was floated back to its original site.

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Dealing with Property Owners Requires Tact and Diplomacy

by

T. B. WILSON

PRINCIPAL RIGHT OF WAY ENGINEER

'he importance of the human side of r ht-of-way negotiations is so closely r ated to public relations that I shall fi t touch upon the subject from the p lic relations angle.

'ublic relations is, of course, relations w h the public. In a broad sense the p lic is all of the people of the universe; h vever, this may be broken down into d 'erent publics, with a public being a g up of people who are mutually inter- e ed in one or more factors. The particu- l public to be considered in this dis- c sion is based upon that group of peo- p who are interested in highways. This, a ong others, includes people who use t roads for business, pleasure or con- v ience, and more particularly the peo- l who own property which it is neces- s y to acquire for highway purposes, t ether with people who are employed f highway work. Among the latter is t t ill-fated group whose responsibility i is to acquire from the owners the n cessary property for highway purposes.

Eminent Domain

Property for highway purposes is ac- q ired under the statute of eminent d main, which is and has been described e n by the courts as a harsh law. There- f e, it behooves us who acquire right o way to be extremely courteous, fair and d plomatic, taking into consideration the h man element in acquiring such prop- e y. In the event that extreme caution o care is not resorted to in acquiring p operty, which is usually done under p otest, there is great danger that pres- s re might be brought to bear to the e tent that the rather favorable statutes w ich now prevail may be changed to the g eat disadvantage of the various com- m issions and departments whose respon- s bility it is to acquire property for pub- l use.

Personal Contact

While it is desirable that members of e Location Department contact the p operty owners regarding the location a highway, this is not always done, a d in numerous cases the Right-of-Way n gineer or agent is the first representa- t ve of a Highway Commission or Depart- e ent to contact a property owner and, i some instances, he is the only repre- s ntative to make the contact. This being t e case, the Right-of-Way Engineer or a ent is the Commission or Department i sofar as the above class of people is c ncerned. You can realize from this how i portant it is to promote public rela- t ons or consider the human element to t e extent as outlined above. The actions a d dealings of a Right-of-Way Engineer w hen he starts on a project ordinarily t avel along to other property owners, by the grapevine, faster than he can make contacts, so it behooves him to be careful and considerate from the beginning of the work on a particular project.

Alternatives

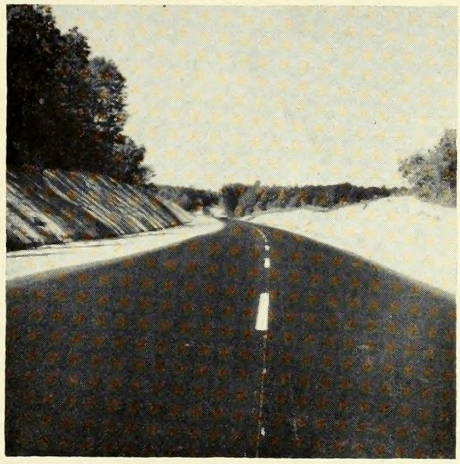
In my opinion, one appropriate way of demonstrating the human side of a negotiation is, where you are unable to agree with a property owner as to the amount of compensation due, to explain to him that every reasonable effort has been made, such being the case, to arrive at the amount due and that you are offering him such amount. Then, if he refuses to accept a reasonable amount, he should be advised that there are prescribed legal procedures for determining the matter, and further advise him that he would probably be better satisfied if the amount of compensation due were established by the courts. He should be further informed that if the amount so determined be less than he is offered, that he would be obligated to accept it; and if it were more, the Commission or Department could not be criticized for allowing more from public funds than the evidence at hand would justify.

Condemning A Home

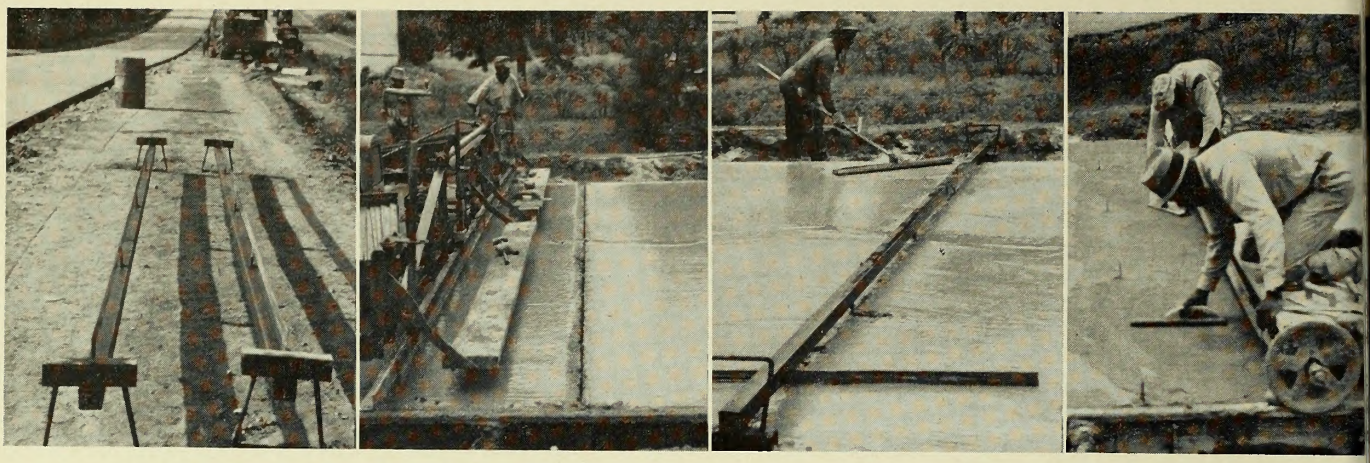
No doubt we all realize that the most unpleasant duty that we have to face is the taking of a person's home. This is especially exasperating and creates much adverse public sentiment when the home belongs to an elderly individual or couple. It sometimes happens that the above mentioned party or parties have lived in their residence all or most of their lives and there is no property available in the community upon which to move same. This necessitates the occupants going into a new neighborhood and starting life over, so to speak. In this case I am reminded of an elderly gentleman who was married and had several children. After these children were grown and had homes of their own he became extremely lonely, so he stepped out and took unto himself a young wife. Before too many years he became ill and felt sure that the end was at hand. He called all of his children together and told them that apparently his time had come to depart from this world and requested of them that he be buried between his first wife, their mother, and his present wife, but he said to them, "I want you to tilt the box just a leetle bit toward your Mama." I am of the opinion that under the above mentioned circumstances that we would be justified from the human side, and through the promotion of good will, to "tilt just a leetle bit" toward the afore-mentioned individual or couple. However, we should not tilt to the extent of being careless with public funds.

Reasonable Settlement

In conclusion, I wish to make the observation that, in my opinion, if we abide by the Golden Rule, "Do Unto Others As You Would Have Them Do Unto You," that the human side of right-of--way negotiations would be demonstrated in a manner which would be equitable to all parties concerned.



The 7.16-mile relocation of US 64 from the bridge over the Yadkin River, east to a junction with the Lexington bypass, just outside city limits of Lexington, was recently completed and opened to traffic. Propst Construction Company placed a stabilized aggregate base course and bituminous surface treatment on the road for a contract estimate of $231,874. W. S. Sizer of Lexington was resident engineer on the road which replaces a narrow, winding portion of US 64.



Joints Developed

Contraction joints in portland cement concrete are still considered a necessity to control the points at which transverse cracks will occur when the pavement shrinks in cold weather. C. E. Proudley, Engineer of Material and Tests, explains that the State has been requiring joints to be formed by placing a ¼ inch metal bar in the wet concrete for a depth of two inches. It remains there until the concrete hardens enough to withdraw the bar and round the edges of the joint. Unless this operation is done carefully, the objectionable bump, which many people think is characteristic of concrete pavement, results.

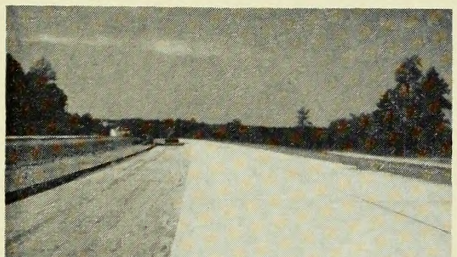
While paving the second lane of US 70 between Raleigh and Durham this summer, the Wright Contracting Company found a way to make the plane of weakness in the concrete without leaving a joint wide enough to create the bump. The new method, demonstrated for several days, was not used continuously since it was not called for in the pl and specifications.

The left picture shows a strip of inch spring steel, two inches wide, w five tabs welded to one edge. It is slip into guides in a tubular steel frame, shown resting upside down. The tabs the ends have holes which engage h bolts. Note the inverted assemblies sh ing the handles resting on the grou the cross bar of square tubing, the bars which rest on the pavement fo and the wing nuts to hook the b through the end bars.

The next picture shows the custom machine for cutting the groove in fresh concrete. The groove is prepa to receive the ⅛ inch strip.

The third picture shows the assem in place. The finishers use the bull fl and straight edge over the forming st while it is held in place by the frame

In the last picture at right, the fra has been removed. Note the five ta protruding. When the concrete has enough, the finishers will lift the st just enough to provide a guide for t edging tool. The strip is then withdraw

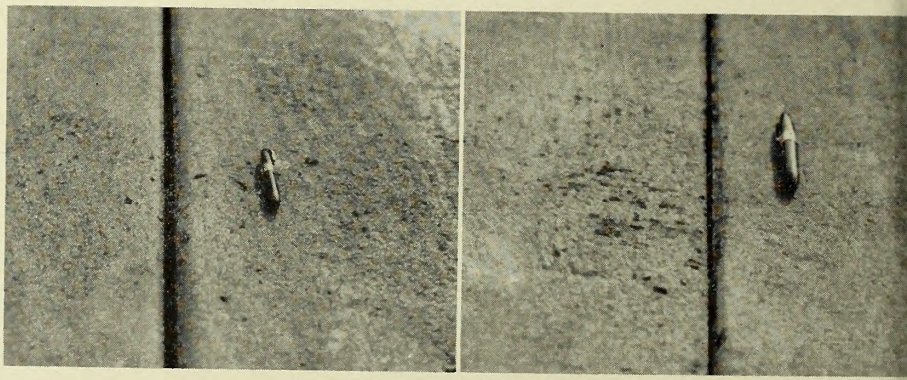


The 7.10 mile-relocation of US 64 around the north side of Statesville is nearing completion. J. C. Critcher, Inc., of Asheville completed the grading last June for a contract estimate of $215,-724. Wilson Construction Co., Inc., of Salisbury built the structures for a final cost of $177,494.24. Rea Construction Company of Charlotte placed the subgrade reinforcement, a coarse aggregate base course, a bituminous surface treatment and the concrete paving. Contract estimate for the paving is $456,396.85. P. L. Cantrell of Statesville was resident engineer on the structures, grading and paving.

COVER PICTURE

In line with the Commission's statewide program to modernize the primary highway system, US 19 and 23 were dual-laned from Canton to Junaluska this summer. Cover picture shows the broad road as it approaches Canton. The road was made bigger and wider for the convenience and safety of the motorist as well as for the smooth flow of the traffic.

Sections of the improved highway have a 30-foot grassed median strip, other portions have a four-foot raised asphalt divider. F. L. Hutchison was resident highway engineer on the road job which runs for 6.56 miles from a point on US 19 and 23 about 3.5 miles northeast of Waynesville, east through Clyde to a point on US 19 and 23 inside city limits of Canton. G. G. Page is division engineer; C. W. Lee, assistant division engineer.



Comparison of width of contraction joints by two different methods are show above. The left picture shows a joint made by the present, accepted metho while the right picture shows one made by the new improved method. E. W Gregory of Wright Contracting Company designed the new contraction join equipment.

Planting Regulations Adopted

At the October meeting of the Commission, regulations and standards for roadside planting were approved. The following regulations apply to individuals or civic groups who are interested in planting along the roadsides of the State's highways.

1. Application for a planting permit must be made in *writing* to the Raleigh office or to the office of a division engineer.

2. The Commission cannot be responsible to the permittee for damage to the plants or shrubs by third parties.

Removal of Plants

3. The permittee is responsible for the *moving* or removal of the plants at his *own expense* when the plants interfere with highway reconstruction, safety or utility.

4. The Commission is not responsible for maintenance of plantings made under permit unless a clear and definite agreement is reached *before* planting.

5. If an individual or group wants to plant on private property, not its own, which is adjacent to highway right of way, a voluntary *written* planting easement must be obtained from the property owner and submitted with application for a planting permit.

6. When individuals and groups provide funds to the Commission for purchase of plants, payment shall be made by *check* or *money order* payable to the State Highway and Public Works Commission.

Standards

The following standards apply to Highway Commission employees as well as individuals or groups who deal with roadside planting.

1. Trees or shrubs over three feet tall shall not be placed less than 20 feet from edge of payment. Exceptions: mountainous sections where plants will not add to existing topographic hazards; intersections and bridge approaches which are protected by curb; and service roads carrying light or low-speed traffic.

2. High shrubs, low-growing trees, or trees with low, dense foliage which restrict sight distance may *not* be placed *within 1,000* feet of a highway or railroad grade separation.

3. Plants shall *not* be placed on the *inside* of curves or at other locations which might reduce existing sight distance. Any planned improvement of the sight distance must be considered.

4. Plants shall *not* be placed in *median* areas which are *less* than *40* feet in width. Exceptions: intersection areas and bridge approaches.

5. Plants shall not be placed at locations where the plants will be detrimental to drainage ditches or structures. No plants shall be placed close to the edges of steep cut slopes of moderate height, which should be flattened before planting. No plants shall be placed where they will interfere with, or be damaged by, a planned or probable future expansion and development of the highway.

6. Trees which will grow above the minimum clearance under a utility line shall *not* be planted *less* than *15* feet from the line of poles. When possible, a distance greater than the minimum 15 feet should be used. Exception: low-growing plants may be planted in the cleared area of the utility line if the plants do not interfere with wire placement or repair.

Preserve Natural Scenery

7. Formal rows of plants shall not be used either through woodland or brushy cutover land or along highways with frequent curves, steep grades, deep cuts or high fills. Exception: evenly spaced rows of trees (no tree closer than 50 feet nor farther than 100 feet apart) may be planted in city, town or village approaches, in suburban areas, or adjacent to farm homes.

8. Along *rural* highways, only *native* species of plants shall be used. Crepe myrtle, abelia, spirea, etc., shall be confined to intersections, structures, suburban areas, and adjacent to homes, schools, churches, factories, filling stations, or other places of business and habitation. Native *evergreens* are *not* adaptable for formal row plantings; their dense ground foliage shuts off view of surrounding countryside. Planting *clean-trunked* deciduous trees is *better* than native evergreens.

Size of Plants

9. *Medium-sized* plants shall be used for roadside planting. The adverse soil and moisture conditions of the roadside forbid planting large plants which are costly to plant and hard to establish. Seedling plants are too difficult to protect during maintenance operations.

10. *Annual* or *perennial* flowers, bulbs, shrubs such as azaleas and roses, *cannot* be approved because they require special care and are too difficult to maintain.

11. Any exception to the above standards can be approved only by the Raleigh office of the Commission.



Newly-worded construction signs are now being used on contract work across the State. Above signs are just three of the many new signs called for in the revised "Gnide for Construction Signs" which was prepared by Robert Burch's traffic engineering department.

The new gnide, available to all road contractors, should standardize signing on construction jobs. The motorist is politely warned to drive with care through a construction area and that the "road is being improved for your safety and convenience." He is told the length of the construction area and the type of work underway. Last, he knows where the project ends and is thanked for his patience.



Pictures were made in Winston-Salem's Robert E. Lee Hotel, convention headquarters. All pictures are identified from left to right.

(1.) Vernice Benton, Sibyl Smith, Ruby Kilby, Bob Setzer, Jasper Phillips (head of delegate registration), and Pauline Pugh.

(2.) Murray Hill, J. W. McDevitt, Earl Crump, and Sterling C. Manning. McDevitt is head of the State Personnel Department; Hill and Manning are his assistants.

(3.) Commissioner James A. Gray, Jr., Division Engineer Zeb Stewart, Winston-Salem City Manager John Gold, and Commissioner Ralph Winkler.

(4.) State Representative Charlie Bryant, J. L. McDonald, Ben Douglas (principal banquet speaker), Winston-Salem Mayor Marshall Kurfees, and J. G. Gibbs. That's Bill Roger in back.

(5.) D. R. McMichael, R. A. Moser, Clyde Orr, A. R Norman, and Doc Sparkman.

(6.) J. W. Black, D. A. Steele, C. H. Sparkman, and E. H. Colville.

(7.) Mesdames Sibyl Smith, J. L. McDonald, Ralph Winkler, Zeb Stewart, Jim Councill, and Fred Biggerstaff.

(8.) Mr. and Mrs. R. V. Biberstein, Mr. and Mrs. J. B Cutchin.

(9) A road machine, carved in ice, was wheeled into the banquet.

HIGHLIGHTS OF ANNUAL EMPLOYEES MEETING

The Ninth Annual Convention of the North Carolina State Highway Association was held in Winston-Salem, September 24-25. Convention headquarter were in the Robert E. Lee Hotel.

The convention went on record as approving Highway Chairman Graham's program for primary road development. The group adopted an association budget of $23,000 for the current fiscal year; sent to the personnel committee a resolution urging a reduction of working hours for Prison Department field personnel; adopted a resolution for "longevity pay" for those employees of maximum salary in their classification; adopted a resolution asking that state agencies be exempt from the Auto Accident Financial Responsibility Act; voted down a proposal to give employees a hearing when discharged; and adopted a resolution asking that Highway Commission employees be exempted from paying rent on state-owned houses unless "all other departments are brought under the same program."

The group tabled a request for payroll deductions of state income tax on the grounds that such an arrangement would be too costly. Convention delegates also debated the possibility that the State Legislature may put them under the federal social security program. They decided that they would rather not have social security at all if it would cut down on the state's present retirement plan. They opposed any plan that would be part social security and part retirement program. Instead, they favor the present retirement plan without social security. They also voted down setting up a separate credit union for highway employees.

At the Friday luncheon, Ninth Division Engineer Z. V. Stewart introduced Chairman Graham who spoke in Governor Umstead's place since he could not attend the convention. The Chairman told the group that "there's no resting point in roadwork. The more that's done; the more there is to be done." He said that transportation is everchanging and that "we must take stock of what we've done, where we are, where we're going and how we're going." He said the exhaustive and comprehensive survey now being made of the State's roads by an out of state engineering firm should provide some of the answers. "Today the State is using a primary system built in the twenties, which is only 17 per cent of our paved mileage but which carries over 60 per cent of traffic," he said. "We're proud of our fine secondary system, but our primary system has not had the real modernization that traffic demands."

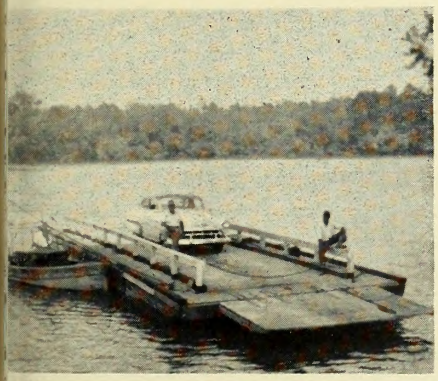
At the annual banquet that Friday night, Ninth Highway Commissioner James A. Gray, Jr., introduced Ben E. Douglas, director of the Department of Conservation and Development, who said that "North Carolina has the best roads in the U. S. and because of this we can tell industries all over the nation that they can sit down anywhere in this state and be served." He cited the new and expanded businesses which have brought many new jobs also. Besides its road assets, the State boasts the most productive workers in the nation, can supply plenty of power at reasonable rates, and has an adequate water supply he said.

Highway Personnel Director Earl
nmp told the afternoon session of the
nvention of the survey of mainte-
nce employees which was begun last
ar by the State Personnel Department.
ting that "we live in a changing
rld" he said that "we needed a
ser look at the organizational struc-
re of our maintenance work." Further,
at there had been no change in the
aintenance organization pattern in
years. He stressed that the Highway
mmission is *one* Highway Depart-
ent, not several different ones, and
at uniformity in the maintenance or-
nization would solidify the group.
e results of the maintenance employee
rvey will be presented soon, he said.

Safety Director L. R. Fisher intro-
ced James E. Civils of the safety divi-
n of the Highway Patrol who gave a
fety program.

At the final Saturday morning meet-
g, Chief Engineer Rogers urged the
oup to do a good job in the field since
e Commission is not a one-man organi-
tion but is the united effort of all to
nder outstanding service to the public.
e scored the harm done by careless or
ance remarks of employees. He said
e "organization is no better than you
e so be cautious when you talk to the
blic." He said the Commission is one
ate agency which contributes great
rvice to the State. He urged each to
loyal, efficient, courteous, and co-
erative so that "we may provide a
ansportation system that is convenient,
mfortable and safe."

Earl Crump installed the newly-
ected officers: J. L. McDonald, presi-
nt; R. L. Brown, first vice-president;
an Hardesty, second vice-president;
d Otis Banks, general secretary.



**Ferryman C. L. Cannon (standing in
t boat) is in charge of the Highway
ommission's Eaton ferry on the Roa-
oke River in Warren County. The ferry
located about seven miles north of
ittleton. William Cannon is in the
otor boat on the left.**



J. L. McDonald of Greenville, new president of the State Highway Employees Association (left), receives the presiding officer's gavel from out-going President Fred Biggerstaff of Bessemer City. Otis Banks of Raleigh, executive secretary, is seated at Biggerstaff's side. R. L. Brown of Charlotte, first vice-president, is seated at the right.

Standing are five of the former State presidents. From left, Merle Adkins of Durham, K. R. Scott of Greensboro, T. F. Royall of Wadesboro, Earl Crump of Raleigh, and J. H. Councill of Boone.

McDonald is division eqnipment superintendent of the Second Division.

Secretary Reviews Convention

by

OTIS BANKS

A "SECRETARY'S-EYE" VIEW OF THE CONVENTION: After working on preliminaries for months, the final two weeks prior to convention roll around—things start popping—reservations come in, followed immediately by requests for changes—the wife has decided to go after all reservations have been completed—we shuffle around and take care of the good lady—the program is printed, but changes come up and it's too late to re-print the program—finally, the Secretary thinks everything is up to snuff, and takes off for Winston-Salem on 9/21—car loaded down with reports, luggage, et cetera so his wife has to bum a ride later with other people—get in the hotel in the afternoon and for the next three hours go over every detail of reservations, programs, etc., with management—Wednesday morning, start out to complete all details on menus—final changes in reservations—constant telephone calls from all over the State—the President comes in around noon—we spend the afternoon going over details—telephone call from the Master of Ceremonies that he is confined to his bed under doctor's orders—call from a Commissioner that he is under doctor's care away from home and cannot attend—make new alignments and everything is working out fine—registration all day Thursday and we praise the splendid work of the Registration-Credentials Committee (they really worked faithfully all day long)—go into General Executive Committee in the afternoon and really have a session—it lasted until 5:45 P.M.—if anybody ever tells you that things are "cut and dried" at one of these sessions, tell that person to have his head examined—you might think a resolution is going to have clear sailing, and those men will take it apart piece by piece—you don't get anything by that Committee that is not good for the entire group, the entire State, and the Highway Commission as well as he individual—Friday morning saw business get underway promptly—business, introductions, speeches all morning—luncheon at 1:00 P.M. with Chairman Graham making a splendid address and bringing the regrets and best wishes of the Governor, who was unable to attend—had too much food served by the hotel, even for highway folks—business all afternoon—resolutions discussed, cussed, amended, reworked, rejected, tabled, and everything else that could possibly be done to a resolution—when they were accepted, believe me everybody knew what it was all about—took the combined efforts of the Parliamentarian, the Officers, and the help of the floor sometimes to untangle some of the procedures—but, faithful as always, the delegates came thru with what they know the folks back home would want

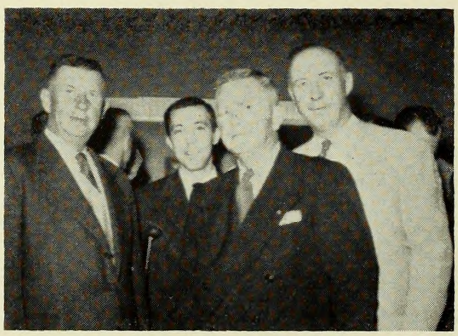


Anne Askew proudly displays the special plaque which the Highway Employees Association presented to her at its recent convention. The plaque reads in part: "To Anne Askew for originality and enthusiastic cooperation in staging most outstanding and entertaining programs at regular quarterly chapter meeting." Anne is past chairman of the Pitt County Chapter of the NCSHEA. She has been a secretary in the Second Division equipment shop at Greenville for the past nine years.

and would be satisfied with—the delegates look after the folks they represent, believe me, every minute of the time—banquet that night, beautiful affair—dance and entertainment -later—everybody enjoyed it—final business session Saturday, with election of officers—speech by Chief Engineer Rogers—adjournment. First Convention where we sponsored a Safety Program, conducted by Jimmy Civils of Safety Division, Highway Patrol—gave us all something to think about—Earl Crump made fine report on progress of maintenance classification; looks like it is now just around the corner.

IVAN ("SIG") HARDESTY, EQUIPMENT ENGINEER—elected Second Vice-President—R. L. ("Bob") Brown of Charlotte elevated to First—J. L. ("Mac") McDonald elevated to President—splendid slate of officers, and the Associaation will continue to go forward under such leadership.

LOOKING AROUND THE CONVENTION—who was the man who walked into the hotel with a suspicious-looking brown bag under one arm, and two hymn books in the other hand? Honest, it did happen, but I won't tell on him—remember the applause when Unit # 14 reported every single permanent employee in the Unit as a member except one who had been hired the day before (he is now)—when Unit # 6 said the same for every man except one "hard-head" case—the ice carving at the banquet, in the shape of a dump truck, remember that? Could you ever forget the lovely ladies at the registration desk, being so gracious to every delegate and at the same time trying to "sell 'em something"? Who would forget lovely Margaret Burk running all over the place getting pictures for the papers, for TV, interviews for radio and newspapers—wonderful publicity as the result—who was the doctor who pulled down the venetian blind in the President's suite—were you on the elevator when it took 15 minutes to get to the top floor, went part way up, started right back down again, and I wondered if we would ever make it—somebody said the dinner music was a little loud—maybe the orchestra thought we were used to loud noise—I won't tell on the man who had his wife introduced at the banquet over the speaker system, and he doesn't even have a wife—wonder whose wife he had? Remember the jokes Ben Douglas told in his most wonderful address on North Carolina? Seems as if he has been familiar with the one-hole jobs in the past, and the path down thru the back lot, and the Sears catalogues—progress has been made, hasn't it? I wondered if he was speaking about one of our men when he told the joke about John Brown's widow, who got married ag —wow! Who saw Bill Reaves eating the french rolls—and the butter—I can't deny it because I carried a p of rolls and 2 pounds of butter to table myself—Doug Boyle, the hot Executive Vice President, in and out during the banquet and during the s sions, being sure that everything v going off according to schedule—and the beautiful ladies, in their beauti dresses—where in the world did the hig way boys get such pretty ladies? A J. G. Gibbs—pinchhitting for the M C doing such a wonderful job as he alwa does—he was better than ever, so eve thing turns out for the best as I alwa said—who will ever forget the beauti hand-made gavel he presented to t Association, made from woods sent him from every county in the Sta That, to me, was one of the finest g tures that could have been made—I wi I could do work like that! Never did a chance to milk the champion Holste presented to President Biggerstaff—wo der if he did. Never thought I would s Annie Askew where she could not spe a word, but I did—poor kid, just sa "gotta have a kleenex"—she deserved t recognition for her outstanding work. was a swell affair—business was attend to as it should have been, and everyo also enjoyed themselves. By the way, w was that man from the Personnel Offi who was "bunnyhopping" during t dance Friday night? Mark Worthingt said he had to get himself some mo instruments now, after seeing "P Handle Pete" with his paraphernal Well, I'll take the next week or so to cle my desk, but I still say we had the be Convention ever!



Four men from the Twelfth Division paused for a picture at the recent Highway Employees Association Convention in Winston-Salem. From left, I. B. Curlee, key foreman on maintenance in Catawba County; H. B. Rhyne, a maintenance employee in Catawba; L. D. Gaither, a maintenance supervisor out of the district office in Statesville; and Clyde McRee, bridge foreman in Catawba County.

New Officers

UNIT OFFICERS—listed in order Chairman, Vice--Chairman, Secretar # 1, D M. Bridgeman, W. M. Smith, B Turner, # 2, J. G. Gibbs, Joe Cutchi E. D. Credle; # 3, Bob Ashworth, B Ingram, Jimmy Saunders; # 4, M. Robertson, Sid Holmes, Donald Woodar # 5, Henry Alford, Karl Andriesse Monk Webb; # 6, Turner Hight, Bu Upton, Bill White; # 7, Roy Thoma M. A. Luther, K. R. Scott; # 8, Joh Hall, C. B. Wicker, Luther Berrier; # Bob Chew, Loyd Cook, Sam Fulton; # 1 Tom Royall, Ed Finison, Buck Buchanar # 11, Frank McCracken, Jimmy Doug ton, Jay Brookshire; #12, J. F. Abe nathy, Clyde McRee, Marion Davi # 13, Alvin Rader, Ed Baskerville, Pa Robinson; # 14, C. W. Lee, Ken Wes wood, Jack Beck; # 15, Sam Cassel, Joh McElveen, Florine Boone.

TAR WHEELS

NOTES AND CHATTER ABOUT HIGHWAY PEOPLE



DIVISION ONE

SHIRLEY CALLIS
Division Correspondent

WORK on the new highway equipment hop at Plymouth is progressing rapidly . . The District Three highway office ill be moved from its present location o an office beside the new shop . . . Dennis E. *Snow* of Poplar Branch will e the district mechanic for the shop.

THE DEATH of *F. M. Carlisle*, senior ffice Engineer, was a shock to his many riends and family . . . He died Septemer 9, after having served the State for 2 years . . . He is missed by all who new and loved him.

BACK ON THE JOB after sick leaves re Gang Foreman *W. T. Norman* who had n extended illness; Gang foreman *James A. Stalls* who had a major operation; and *C. Bunch*, maintenance supervisor, who also had a major operation . . . Section Foreman. *J. G. Felton* is recovering from a serious operation at the Roanoke-Chowan Hospital.

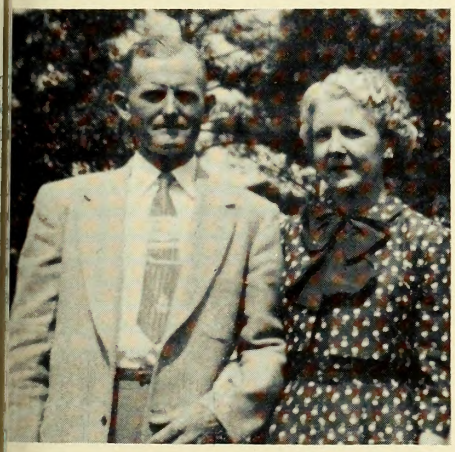
TRANSFERS . . . *A. R. Cherry, L. L. Askew*, and *W. W. Vick* will be in Creswell to work with Resident Engineer *W. J. Starr* . . . *John Wheeler* has gone to Manteo to work with Resident Engineer E. H. Baggs.

NEW FACES . . . The *Robert Smiths* have a daughter, Jacquelin K., who was born August 26 . . . The *S. D. ("Pete") Overtons* announce the birth of a daughter, August 22.

P. L. JACKSON has recently been promoted to Maintenance Supervisor to take the place of *H. P. King* who retired August 1 . . . *King* had completed 33 years of State service and is now taking life easy at his home in Roduco.

SYMPATHY is extended the family of *R. E. Beasley* who died September 11, after an illness of three months . . . He had been with the State for 27 years, mostly on Knotts Island maintaining the roads.

VACATIONS . . . *E. A. Walker*, Supervisory Foreman, took an extended trip to New York and Canada with his wife and two children . . . *Mr. and Mrs. V. L. Perry* of Hertford spent their vacation at Buxton where they fished in the Gulf Stream . . . Highway Inspector *R. E. West* took his wife on a tour of New England . . . Highway Inspector *George Shure* and wife visited Myrtle Beach . . . Highway Inspector and Mrs. *Alvin Hall* spent a week at Kitty Hawk Beach . . . *Wilton Bray*, engineering aide II, spent three weeks at Camp McClellan with the National Guard Unit . . . *Johnny Harrell*, highway inspector, and *Buck Cobb*, engineering aide, spent their vacations fishing around Ahoskie.



Congratulations to Mr. and Mrs. J. R. Taylor who were married July 24! Mrs. Taylor is the former Temperance Clark of Lonisburg. Taylor of Enfield is a section foreman.

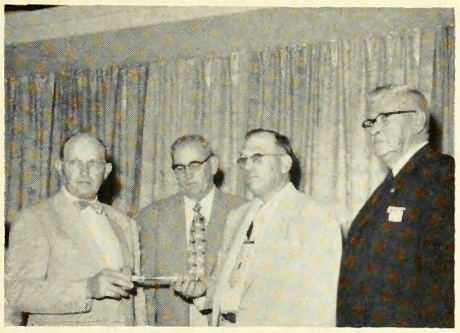
DIVISION TWO

JASPER L. PHILLIPS
Division Correspondent

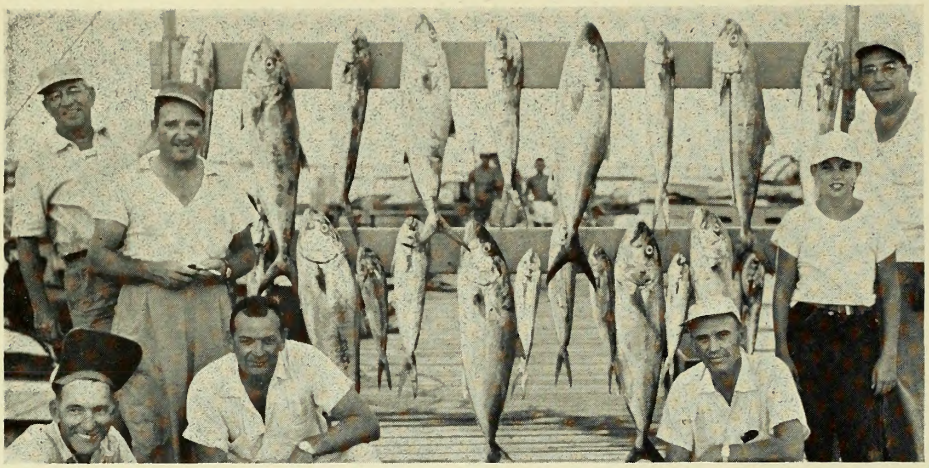
PITT COUNTY, which was in District Three, has been assigned to District One, October 1 . . . Pamlico County, heretofore in District One, was assigned to District Two . . . Jones County, heretofore in District Two, was assigned to District Three . . . This tends to equalize the mileage of the various districts in the division.

MRS. ELEANOR TAYLOR is back on the job as secretary to *J. G. Gibbs* . . . She took two months off to have a little daughter, Barbara Lou, who was born August 26.

LINDA BRIGHT is the new district clerk in Washington . . . She replaces *Grace Fogleman* who returned to school.



J. G. Gibbs has done it again. Last year he presented a handmade desk with a wood mosaic of the State to Governor Umstead. This time he made a president's gavel with 100 pieces of wood, one from each of the State's counties. He presented it to Fred Biggerstaff, the past State president of the NCSHEA, at the recent annual convention. J. L. McDonald, on the left, and Bob Brown watched the presentation.



Fourth Division Engineer E. P. Koonce (stooping at front, right) and District Engineer F. M. Edgerton (standing at left, rear) display their catch from a recent fishing jaunt. They made a quite a haul, didn't they?

SYMPATHY is extended *Paul Cameron* in the death of his brother, Ray Cameron, September . . . Their father was the first highway commissioner for the Second Division . . . P. L. Fields recently lost his nephew Linwood C. Tingen of Newport News.

VACATIONS . . . The following folks, and their destinations, took time off recently: *E. M. Woolard* to Norfolk and to his former home in Bath; *H. L. Briley* and family to Morehead City; *E. L. Trip* and family to New York City to see two big-league baseball games; the *Carl Abees* to Columbia, S. C.; the *J. L. Brileys'* and Mrs. Lloyd Pate to visit friends in Connecticut; and *J. R. "Rock" Martin* to Baltimore for the second reunion of the 58th Naval Construction Battalion . . . *Martin* saw the Cleveland Indians and the Baltimore Orioles clash.

MRS. J. L. BRILEY had a harrowing experience on a recent fishing trip at the Greenville Tobacco Company's camp near Bayview . . . During a storm, the fishing boat lost its propellor . . . The fishermen drifted, cold, hungry, and bitten by mosquitoes, more than seven hours while the Coast Guard searched for them . . . They drifted seven miles before touching shore . . . They were happier at the sight of land than Columbus when he discovered America.

THE FOLLOWING folks recently celebrated birthdays: *H. E. Adams, Bratha Abee, Anne Askew, J. L. Briley, S. V. Catlett, O. S. Denby, L. L. Linton, M. E. Newman, J. F. Rouse, W. E. Smith, T. L. Sutton, E. L. Tripp* and *E. M. Woolard.*

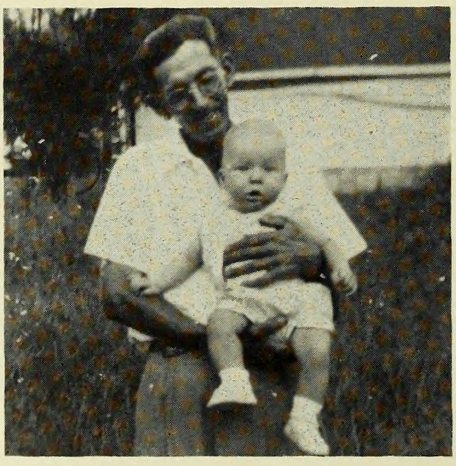
THE SECOND was saddened by the recent death of *D. V. Dixon* of Bridgeton Heights . . . *D. V.* worked in District Two on the construction of the new Trent River Bridge in New Bern . . . He is survived by his wife, the former Margaret Clark of Belhaven.

THE SECOND was well-represented at the recent State convention of the NCSHEA by *W. E. Smith, H. L. Vincent, J. G. Gibbs, E. D. Credle, Mark Worthington, R. A. Thompson, W. R. Skinner, Sibyl Smith, Anne Askew, J. L. Phillips, J. B. Jennette,* the *J. D. Parkers,* the *J. L. Humphreys',* the *J. B. Cutchins,* the *Paul Mallisons,* the *J. G. Barwicks,* and the *J. L. McDonalds.*

DIVISION THREE

IRENE L. WORLEY
Division Correspondent

UNIT THREE of the NCSHEA was represented at the annual convention by *J. O. Wenberg, A. B. Whitfield, R. V. Biberstein, J. A. Saunders, R. A. Ashworth, W. M. Ingram, J. W. Meadows,*



Section foreman L. T. Shearin of Warren County holds his grandson, little Luther Thomas Shearin. The child's father, Elton Shearin, was killed by a falling tree while working a bulldozer for the Connell Construction Company.

W. T. Hall, E. C. Tyndall, George Raley, J. L. Kirkman, Grover Sellers, a W. V. Coley . . . J. A. Barber and *R. Hux,* prison superintendents, also tended.

THE WELCOME MAT is out for *J. LeGwin* who recently transferred fr the Sixth to the Third Division.

THE C. E. BROWNS recently visi relatives in Gaffney, S. C., on the w to attend the Southeastern Association State Highway Officials convention Nashville, Tenn.

THE NEW HANOVER chapter of NCSHEA enjoyed a fried chicken supp in the highway shops Friday, Septem 17 . . . Some 80 members were prese

SYMPATHY is extended *Mr. and M James Saunders* in the death of th infant son, August 23 . . . To *C. E. Bro* in the death of his aunt who reared h . . . And to the family of *George F. Bro* who died September 7 . . . *Mr. Brou* 66, was a retired State highway e ployee.

I. C. NETHERCUTT of Kenansvi was accompanied by his son, J. C., Washington, D. C., for the marriage his daughter, Dorene, to Corporal Har Smart of the U. S. Marines, September

THE A. B. WHITFIELDS proud announce the birth of a daughter, Sher Lee, August 29.

DIVISION FOUR

WADE H. PRIDGEN
Division Correspondent

PAUL FULGHUM, Wilson Coun Maintenance Supervisor, recently tended the reunion of the 59th Nav Construction Battalion in Baltimore . During World War II, he was a memb of the battalion.

A. G. CRICKMORE, former secti foreman helper, of Enfield transferred Construction as an engineering aide September 1.

GOOD LUCK to the following maint nance employees who have recently r signed: *Elmer L. Everette* of Pinetop *J. R. Keeter* of Enfield, and *E. W. Mil* of Roanoke Rapids.

MRS. CARMER T. GORE and childre Thomas, Mary, Charles and Jean, recentl left Weldon to join her husband, Captai Gore in Kobe, Japan . . . They flew fro Richmond to Seattle and then went b ship to Japan . . . Captain Gore is t son of District Engineer and Mrs. *C. Gore.*

RUSSELL C. PROCTOR is back in t road oil department after a stint in t Army . . . He spent some time in Kore

GET WELL WISHES go to *J. Elmore* of Equipment in Wilson who wa out a week with back trouble . . . T

Howard Felton, also of Equipment, who was sick with a virus infection in his throat; he recently received his ten-year service pin . . . To *W. S. Powell* who was ill for some time but is now up and about . . . To *L. H. "Goat" Little* and *J. R. Lancaster* of Equipment who both had recent back operations at the Veterans Hospital in Richmond . . . And to Gang Foreman *J. L. Henderson* of Littleton, Section foreman *Z. E. Mohorn's* wife (Dorothy) of Roanoke Rapids, and Truck Driver *W. L. Mosley's* wife (Bessie) of Weldon who have all been recently hospitalized.

LATE VACATIONS . . . *Troy Lee Rogers* took a trip to the mountains of western N. C. . . . *Bill Cooper* is back from a mountain trip too . . . *W. J. Ezzell*, shop foreman at the division shops, took some time off: *Luther Pearce* of Equipment spent his vacation in Morehead City.

VERNICE BENTON cut her mountain vacation short when she got a disease of the hand.

CONGRATULATIONS to the *L. R. Prices* upon the recent arrival of a baby boy . . . *Price* is road oil foreman . . . A baby girl was born to *Mr. and Mrs. S. K. Bass*, September 25 . . . *Bass* is a section foreman helper with Nash County maintenance.

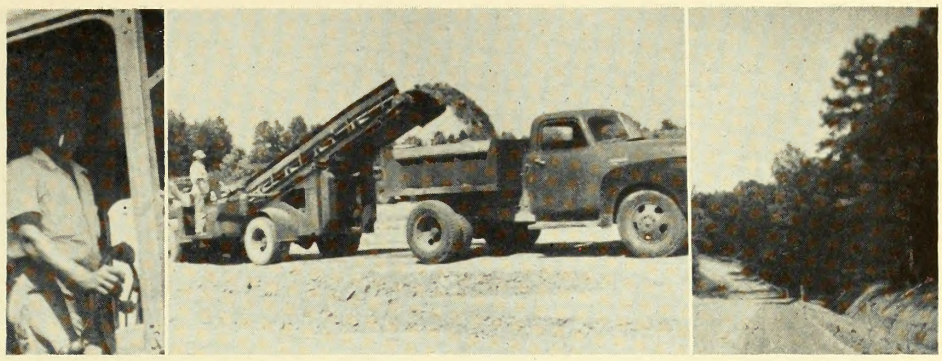
BACK TO WORK . . . *J. L. Womble*, Nash County gang foreman, after receiving treatment at a Rocky Mount hospital is back on the job . . . Five Wilson County maintenance men who were sick recently have recovered and are on the job: *E. R. Hill*, *Elton Fulghum*, *W. C. Wood*, *Homer Bottoms*, and *W. H. Ellen*.

DIVISION FIVE

J. W. JENKINS
Division Correspondent

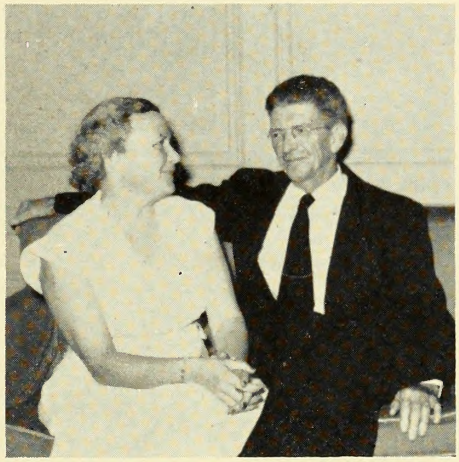
FOREMAN *D. A. Grissom* attended the Laymans Retreat at Louisburg College in June and the First National Conference of Methodist Men at Purdue University in Indiana in July . . . He also took a three-day vacation with his wife, daughter, and sister at Nags Head where they caught a few fish and saw the *Lost Colony* . . . They enjoyed meeting *Clark* and the boys on the Governor Cherry Ferry and also the boys on the Governor Scott Ferry.

CONGRATULATIONS to the *F. B. Twitty's* upon the birth of a daughter, July 31 . . . *Twitty* is a section foreman helper in Warren; his wife is the former Mary Plummer Wester of Franklin County . . . A daughter was born to *Mr. and Mrs. Kenneth Alford*, August 17 . . . *Alford* is a guard at the Warren County prison camp; his wife is the former Clara Mae Hester of Warren County.



Motor grader operator L. L. King was windrowing gravel in pit for loading with Athey Loader for the Harristown Road in Warren County. C. D. Wagner and truck driver J. B. Wilson were loading gravel base material from the gravel pit for the road. The last view shows the gravel base material on the road. It will be surfaced treated later.

OTHER WARREN County News . . . *The J. E. Hatchels* and family not only toured the western part of the State over the Fourth but spent a three-day vacation a Carolina Beach in August . . . *Hatchel* is a truck driver . . . *Mrs. L. T. Shearin* is improving after treatment at Duke Hospital for a ruptured disc; her husband is a section foreman . . . Gang foreman *H. J. Shearin* is back on the job after a slight stroke . . Supervisory Foreman *H. M. Thorrington* and family enjoyed a week's vacation at Boone and Blowing Rock . . Sympathy goes to Truck Driver *John W. Riggan* in the recent death of his grandmother.



Mr. and Mrs. Charles E. Murphy of Leasburg attended the recent highway employees convention in Winston-Salem. By coincidence, they were married 28 years ago on September 30, in Winston-Salem.

Mr. Murphy began his highway career back in 1931 as a truck driver. He was subsequently promoted up through the ranks to Supervisory Foreman in 1950. He supervises work at the Ivy Bluff Quarry near Yanceyville in Caswell County.

He and his pretty wife live ten miles from Yanceyville at his wife's birthplace. They are both active members of the Griers Presbyterian Church. She is the former Iola Butler.

NEWS FROM WAKE . . . Section Foreman *F. L. Pippin* took his family to New Topsail Beach for a week . . . *W. L. Batton* and family spent their vacation in the mountains . . . *L. O. King*, Wake County Maintenance Supervisor, spent a week's vacation at Nags Head . . . Section foreman *T. W. Mooneyham* spent one week in Virginia . . . Other vacationists include: Gang foremen *Z. Z. Keith* and *E. J. Barlow*, motor grader operator *H. M. Aiken*, truck driver, *M. L. Bunn*, section foreman helper *O. D. Edwards*, and section foreman *T. W. Mooneyham* . . . *B. G. Morris* was out sick a month . . . *C. L. Barlow*, section foreman, was out sick for some time . . . *F. N. Goodwin*, gang foreman, is recuperating.

WAKE COUNTY has 65 permanent employees including the district engineer, supervisor, and section foremen . . . They have 65 paid Association members.

FROM GRANVILLE COUNTY . . . Sympathy goes to *Roy Beard*, road maintenance supervisor, in the recent death of his mother . . . To motor grader operator *W. C. Fowler* in the death of his father . . . And to foreman helper *Harry L. Carden* in the death of his stepfather . . . A speedy recovery is wished the wife of gang foreman *Giles E. Crutcher;* she was hospitalized recently . . . Pan operator *Bruce Hockaday* is the proud father of a baby daughter, Louise Faith, who was born September 5 . . . A barbecue supper was enjoyed by the employees recently at the Oxford Park; *Crutcher* and *Joe Greenway* did the barbecueing . . . *Beard* spent a brief vacation in the mountains . . . Section foreman *L. A. Hutson* spent a few days at Nags Head . . . Patch foreman *Harold G. Wheeler* reported he really enjoyed attending the "Grand Ole Opry"





When the Pitt Chapter of the NCSHEA had a tacky party back in June, two of the most cleverly dressed were Sunshine Waters and his wife. E. T. Pierce, superintendent of the Raleigh Equipment Depot, looks with disbelief at Right of Way Engineer J. G. Gibbs of Greenville who came as "the old man of the mountains."

in Nashville, Tenn., recently . . . The following men have been on recent vacations: *Wiillie M. Cole, E. B. Critcher, H. E. Hicks, Bruce Hockaday, L. A. Hutson, W. A. Laws, Vincent V. Morton, W. L. Reams, J. J. Roberson* and *H. S. Whitt* . . . *Giles Crutcher* was a delegate to the NCSHEA Convention.

FROM PERSON COUNTY . . . *H. G. Fisher*, field mechanic for 13 years at Caledonia farms, has been transferred to Roxboro in the same work . . *S. B. Peed*, field mechanic at Roxboro for the past ten years, was transferred to Durham as district mechanic.

DURHAM DOINGS . . . County highway employes enjoyed a brunswick stew in August . . . Honored guests were *Crutcher* and *Stovall* of Granville County . . . Get well wishes go to *J. J. Taylor, P. J. Taylor, E. K. Brinkley, O. C. Wilkins*, and *F. A. Aiken* . . . *Kirk Duncan, L. L. Lawrence, W. L. Mangum, W. W. Tilley* and *J. H. Belton* report a fine fishing trip off Topsail Beach in September . . . These men report good vacations: *E. K. Brinkley, J. M. Cooke, C. W. Heatherly, B. F. Holsclaw, G. S. Jacobs, L. F. Luxton, I. J. Mangum, M. L. Mangum, H. V. Moore, W. T. Moore, F. G. Sherron, W. M. Sorrell, A. B. Wheeler, R. J. Dixon, J. W. Ferrell, C. J. King, H. B. Tilley* and *Cornelius Perry*.



Mary Joyce Wilson, daughter of Mr. and Mrs. Virgil Angele Wilson of Rural Hall, was married to Bill Reid McLain, son of Mr. and Mrs. Baxter R. McLain of Statesville, September 25. Bill, a Wake Forest graduate, is a senior at Bowman Gray School of Medicine. He has worked summers on maintenance. His dad is the district mechanic with a long period of service.

DIVISION SIX

CLARA MORAN
Division Correspondent

RIGHT after *Mrs. Sadie A. Doby* came to work in September in the division office as a secretary, she caught the mumps and was out two weeks . . . She's back now and replaces *Mrs. Jackie Russ* who resigned recently.

MRS. ELIZABETH TATE, who formerly worked in the district office in Whiteville, has recently been transferred to the new district office in Fayetteville . . . The division office folks welcome her and hopes she likes it there.

ON HAND for the annual NCSHEA convention were *Kenneth Porter, Lacy Coleman, A. T. Hight, Steve Ammons* and *Doc* Sparkman.

THE L. E. WHITFIELDS recently attended the Southeastern Association of State Highway Officials convention in Nashville, Tenn.

J. W. UPTON was out a week in September with a cold . . . He's back on the job now . . . Supervisory foreman *H. D. Horne* was out several days with an injured knee.

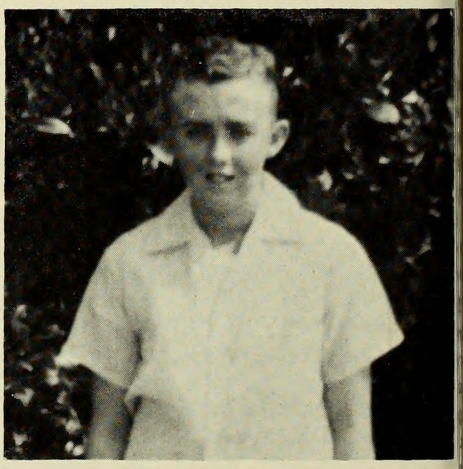
MR. AND MRS. *W. L. White* of Fayetteville announce the birth of a daughter, Ann Clark, September 16 . . . White is with Road Oil.

VACATIONS . . . After completion of the new bridge across the Cape Fear River in Fayetteville, *Sidney Hurt* took the month of September for his vacation . . . As chief inspector, he was on the job constantly during construction . . He and his wife took a motor trip to Florida . . . Shop foreman *R. A. Averitte* drove his daughter to California to meet her husband when he returned from overseas . . . *Averitte* took a plane home . . *E. D. Smith* of maintenance took his wife to Pennsylvania for a visit with their son before he left for overseas duty . . . *The J. R. Cains* visited in Pennsylvania during September . . . *D. P. Propst* took his family to visit relatives in Morganton . . Road maintenance supervisor *L. D. Hubbard* and his wife spent a week-end at Kure's Beach . . . Bridge maintenance foreman *Joe Hatcher* and his wife spent a week in August at Nags Head with his family . . . *Commissioner Hasty* spent the last week in August with his family at their summer home in Blowing Rock . . *The L. E. Whitfields* spent a September week at Long Beach . . . Prison supervisor *J. R. Hooks* pleased his whole family; they spent part of their vacation in the mountains, part at the beach . . . Assistant division engineer *J. W. Spruill* took his wife, and son (Jackie) to the beach in August for a week.

DIVISION SEVEN

P. L. WELCH
Division Correspondent

THE SEVENTH was represented at the recent State convention of the NCSHEA by *K. R. Scott, J. M. Barnes, P. L. Welch, R. S. Thomas*, and *J. M. Morton*.



Jimmy McLeod at 15 is a great fisherman. If you want to know where the fish are, just ask him. His temporary guardians are Resident Engineer and Mrs. E. H. Baggs of Manteo.

HEN Bridge foreman *J. E. Cann* vis- his daughter in Tennessee, he de- l to go on to California and did.

RS. ELIZABETH WYATT spent a k-long vacation at Long Beach.

A. Burton and his wife drove with *Zeb Stewarts* through the Smokies ttend the Southeastern Association of e Highway Officials meeting in Nash-, Tenn. . . . District engineer *W. W. te* also drove through for the meeting.

OOD LUCK to *Bobby B. Cook*, pan ator in Guilford, who resigned to pt other employment.

DIVISION EIGHT

EDWARD C. DARDEN
Division Correspondent

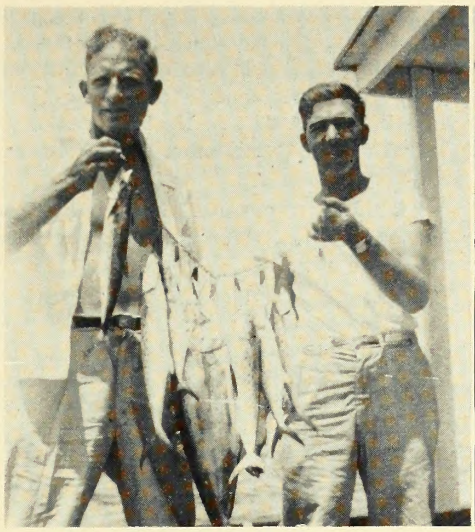
EWS from Chatham County . . . ervisor *C. N. Moore* has completed et work in Siler City and did a fine with the motopaver . . . He took a -week vacation at the beach . . . hanic *J. V. Swann* is getting settled he home he recently purchased.

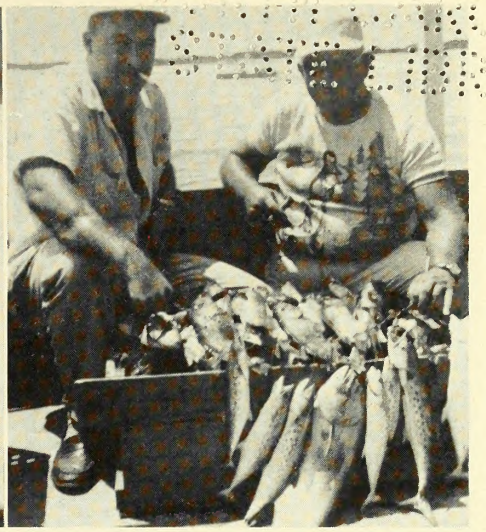
ROM HOKE . . . *L. M. Powell* is happy the bypass of Raeford has been com- ed . . . A fine overhead bridge was uded in the work . . . Mechanic *John kie* spent two weeks in the mountains ntly.

ROM MOORE . . . Supervisor *Dexter gh* took his family to the mountains a few days . . . He's also been doing t of road work with the assistance *C. B. Cole*, *Wiley Purvis* and *J. H. lap.*

EE COUNTY NEWS . . . Supervisor *L. Stewart* tried out his new boat at beach . . . He tried to catch some fish would outweigh the ones *C. R. Dod-* locating engineer, recently caught in city lake using the new boat he built *. Purvis Spivey*, pan operator, is all les since the birth of twins at his ne; one is a boy, the other a girl . . . *vey* has a twin sister himself . . . The SHEA recently had a supper meeting h the ladies . . . *T. G. Poindexter* and *C. Johnston* were on hand . . . There a good crowd and the barbecued cken was delicious.

ROM SCOTLAND COUNTY . . . Super- or *J. E. Lee* has begun work on the eets in Laurinburg . . . He's sporting ew 1954 Pontiac sedan . . . *Alton Peele* gotten the school drives in condition another year . . . Prison camp super- ndent *A. D. Thames* was confined to N. C. Sanatorium for treatment; he s he could use more visitors . . . His ny friends wish him a speedy decov- . . . Bobby, his son, is staying at ne with his mother . . . Mechanic





Jim Cooper, Clifton Hudson, Lloyd High, S. S. White and Joe Landen (all highway maintenance employees) recently enjoyed a pleasant and profitable fishing trip. From left, Jim Cooper of Weldon and Lloyd High of Roanoke Rapids display their fish. Cooper and High are machine operators. Julius Dickens and Supervisory Foreman Clifton Hudson of Weldon look over their catch. They fished on the "Ollie B."

Lawrence Stubbs and his assistants are anxious to get moved to their new shop which was built by *Tomlinson* of Lumberton . . . *Stubbs* took a week off to get ready a room in his home for the expected addition to his family.

R. G. SOUTHALL, resident engineer, after four years in Asheboro has moved his office and family to Laurinburg where he's in charge of three construction projects . . . *Sam P. Swaringen*, resident engineer, moved his office from Carthage to the new division office in Aberdeen where he is in charge of five construction jobs . . . *The James A. Luthers* of Randolph County announce the birth of a daughter in August . . . *Mr. and Mrs. Wayne Cagle* of Randolph County have a new daughter, Ruth Anella, who was born August 16.

THE DIVISION office was moved from Asheboro to Aberdeen, October 4 . . . The handsome new building is one of the most modern State-owned buildings in the State . . . It is located on US 1 about one mile north of Aberdeen going toward Southern Pines . . . *T. G. Poindexter*, *T. C. Johnston* and *E. C. Darden* have now moved their residences from Asheboro to Aberdeen.

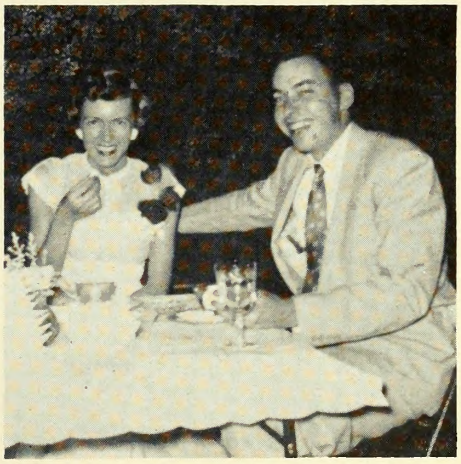
JOHN G. HALL, district engineer in Asheboro, also did some moving recently . . . He has moved his office from the old division office in Asheboro to a new location on the corner of South Cox Street and West Kivette Street.

THE P. E. JOTMAN family of Marietta, Ohio, and West Palm Beach, Florida, recently wrote the landscape department, "Congratulations on such a fine park (on US 220 north of Rockingham). Would make one suggestion: a circle drive at end of road in order to turn with small trailer. It's crowded when there are two trailers in park at same time."

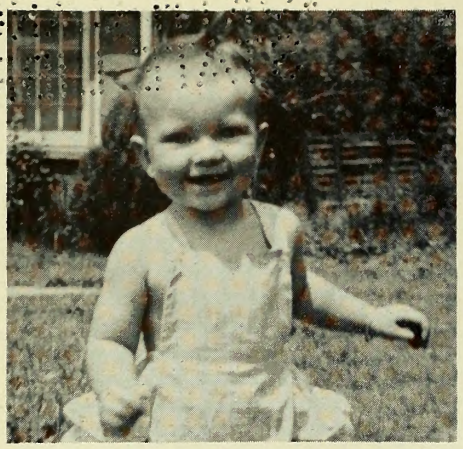
DIVISION NINE

R. B. FITZGERALD
Division Correspondent

THE NINTH Division was proud to have the annual convention of the NCSHEA held in Winston-Salem again this year . . . It was good to see so many of their associates from across the State and they are looking forward to their return next year.



The smiling couple are Mr. and Mrs. W. D. Moon, newly-weds. Moon, Right of Way Engineer in the Fifth Division, is being transferred to Wilmington to handle right of way work in the Third.



Debbie Higdon is the daughter of Mr. and Mrs. Dennis Higdon, Jr. Her mother, Doris is the secretary to the highway office engineer in Sylva.

THE Z. V. STEWARTS accompanied by the *T. A. Burtons* attended the meeting of the Southeastern Association of State Highway Officials in Nashville, Tenn., recently.

GRADING on the division office site has been completed . . . *Lloyd Cutting* of *C. B. Taylor's* organization finished up the division office in Aberdeen and is now in Winston-Salem working on the Ninth's new division office building . . . It is located on Cloverdale Avenue, just west of US 158 in the western section of town.

THE NINTH was saddened by the accidental death of Section Foreman *W. P. Lemons*, September 24 . . . He was a faithful employee and had been with the State for over 31 years . . . He cranked the starter on a grader which was parked on an incline . . . Vibration from the motor started moving the grader . . . While attempting to stop the grader, *Lemons* slipped and fell under the tandem wheels . . . Our deepest sympathy to his family.



Hugh Raxter comes from a line of highway men. His father, Donald V. Raxter, works in the division office at Sylva while his grandfather, Dillie G. Raxter, is a foreman in Cherokee County.

SYMPATHY goes also to the family of *J. L. Walser* who died suddenly of a heart attack, August 26 . . . He had been with the Highway Commission since October, 1943.

SECTION foreman *N. H. Cole* has returned to work after being on the sick list since July.

THERE'S MUCH ADO at the district office in Salisbury . . . A new parking lot has just been completed in front of the office and now work has begun on the office building itself . . . Additional offices are being added for *J. A. Kennedy*, resident engineer.

DIVISION TEN

CHARLES R. SMITH
Division Correspondent

PRISON superintendent *R. B. Ramsey* says thanks to everyone who participated in building the new modern prison camp No. 1004 . . . Work has been underway since January . . . When complete, there will be a new office, new guard quarters, new central heating plant, new cell block, new store box, two new guard towers, and four new segregation cells . . . One old cell block is now being converted into a mess hall and up to date kitchen.

WORK has also been started on renovating the prison camp at Huntersville, No. 1003.

CONGRATULATIONS to those people who have been promoted within the Highway Commission . . . *John O. Steele*, inspector on the Charlotte residence, has been promoted from highway inspector I to highway inspector II . . . *Mrs. Rayemell Russell* has moved up from stenographer-clerk I to stengrapher-clerk II in Right of Way . . . *S. J. Smitherman* has just been promoted from Right of Way Engineer I to Right of Way Engineer II.

MR. AND MRS. *M. E. Beatty* attended the Southeastern Association of State Highway Officials meeting in Nashville, Tenn. recently . . . They also took a trip to Washington, D. C., while they were away.

THE H. R. POPLINS are holding open house in their new home on the upper Aquadale Road in Stanly County . . . *Poplin* is a maintenance employee . . . They welcome the visits of their many friends.

NEW CITIZENS . . . *Mr. and Mrs. W. F. Martin* announce the birth of a girl, Joy Annette, August 12; he's been a senior prison guard for some time . . . *Mr. and Mrs. Reece A. Williams* have recently adopted a two-year old baby girl, Wendy Grace . . . *The Billy Crumps* are proud parents of a baby daughter . . . *Mr. and Mrs. J. W. Kendall, Jr.*, and . . . *and Mrs. Donald Lowder* each anno . . . the recent birth of daughters . . . *Cr* . . . and *Kendall* are maintenance employ . . . *Lowder* is with the Bridge Departn . . .

A SPEEDY recovery is wished *J* . . . *Hathcock's* wife, Willene, who is recu . . . ating from a major operation . . . *McWhorter* was back in the hospital . . . a thyroid gland condition . . . The . . . of *J. P. Thomas* is home recovering . . . a thyroid operation . . . The follo . . . men have been ill recently and have . . . recovered: *J. C. Phillips, Claude Ro . . . Joe Ransom, Lester Pender*, and . . . *Norket.*

MORE NEW BABIES . . . Dis . . . engineer *H. M. Burgin* became a gr . . . father, September 13, upon the ar . . . of a boy, Harry Burgin Carroll. . . . *Marvin Kikers* announce the recent bi . . . of twin boys . . . There's a new . . . girl at the home of *Joe C. Springs.*



Mrs. J. A. Pilley of Durham (on . . . left) and Mrs. R. T. Umstead exa . . . the Jefferson Davis highway ma . . . which was recently moved from . . . corner of Fishdam Road and US 1 . . . a new location on US 15 north. . . . Pilley as chairman of the Jefferson D . . . highway markers in Durham Count . . . the Julius S. Carr Chapter of the U. D . . . has done a splendid job. Mrs. Umste . . . on her committee. The ladies have . . . had the marker on the old Chapel . . . road moved to the new Chapel . . . Durham highway.

SYMPATHY is extended to *A. . . . Thompson* in the death of his mot . . . in-law . . . To *Frank Griffith* in the . . . of his father . . . To *A. G. Sanders* in . . . death of his brother . . . To *R. M. . . . liams* in the death of his father . . . to *John Bost* in the loss of his father . . . brother.

THE TENTH was saddened by . . . death of *Jeff B. Williams* . . . He . . . been a faithful highway employee . . . over 32 years.

CHARLES A. BARNETTE left September 22 to attend the Army Mechanical School at Ft. Belvoir, Va.

VACATIONS . . . When the bass and bream started striking again, *W. M. Crowder* spent two successful week-ends bream-fishing in September . . . *S. J. Smitherman* spent two weeks getting his new home ready for the visits of his friends . . . *The Smithermans* also have a brand new baby boy . . . *Marvin Jones* and family spent Labor Day at the beach . . . The following men took recent vacations: *Bill Hagler, Earnest Hunter, Claude Shaw, Jack Thompson, Croft Graham, M. W. Slocum, J. L. McKee, V. N. Phillips, J. E. Anderson, William M. Russell, J. C. Stikeleather, W. L. Brown, B. D. McKee, D. L. Douglas, Jim Dulin, John Bost, E. L. Graham, Joe Hagler, B. P. Mullis, Willie Dossamon, J. M. Hager, Bill Pender, Dewey Dellinger, Floyd Penninger, Wilbur Tilson, Wilburn Irvin, John Mason, Ernest McGinnis, Charlie Carrigan, Leslie Kelley, Bill Washam, Glen Eargle,* and *Howard Shelton.*

DIVISION ELEVEN

CORA LEE McLEAN
Division Correspondent

CAMP superintendent *Roy Wood* and *Red" Greene* of Equipment picked a good day to fish in Lake James . . . They caught a nine-pound bass!

SYMPATHY is extended the family of *Thomas W. Snow* who died recently . . . Snow was a retired highway employee . . . Condolences also go to *O. M. Shinault* and family in the accidental death of a son recently.

BACK ON THE JOB . . . Gang foreman *J. B. Williams* has returned after an extended illness . . . *E. M. Hamby* who was recently hospitalized in the Veterans Hospital in Johnson City is also back at work . . . After being hospitalized, *J. D. Swyn*, section foreman, is on the job.

BIRTHDAY wishes go to the following people who celebrated birthdays in September and October: *W. J. Coffey, A. M. Dyalls, J. W. Cooper, Orville Harmon, J. M. Greer, B. A. Rainey, Lloyd Bare, Jr., Dwight Hayes, Autie Hicks, Arnold Hare, Fred Owens, H. M. Bledsoe, C. H. Kemp, J. W. Hartley, O. L. Eller, B. B. Baird, D. F. Jones, C. M. Hollar and F. D. Blevins.*

ROAD maintenance supervisor *Pete Justus* and his wife spent a week-long vacation in Florida in October.

THE J. H. COUNCILLS attended the Southeastern Association of State Highway Officials meeting in Nashville, Tenn., recently.

LITTLE Karen Hayes, daughter of *Everett Hayes*, has returned from Asheville where she was a polio patient.

SECTION foreman *F. E. Edminsten* of Watauga County has been ill for several months but is improving and hopes to be back on the job soon.

DIVISION TWELVE

JEAN CLINE
Division Correspondent

CLEVELAND County employees of supervision, maintenance, construction, equipment, landscape, road oil and sign departments immensely enjoyed a get-together for barbecue, Friday, September 10.

THE E. L. KEMPERS attended the Southeastern Association of State Highway Officials convention in Nashville, Tenn., recently . . . Prior to the meeting, they took a trip to Niagara Falls.

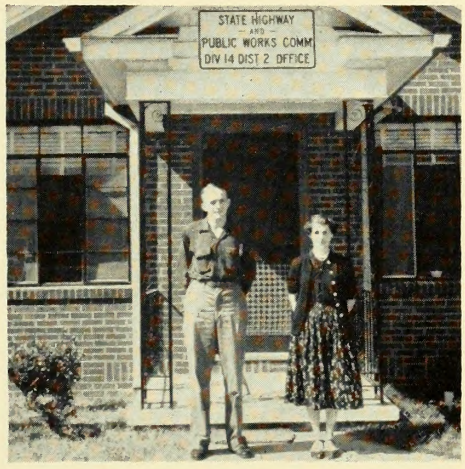
EVERYONE was glad to see Assistant Division Engineer *J. D. Peek* return to work October 1, after an illness.

CONGRATULATIONS to *Luther H. Beam* of Statesville upon his promotion to Highway Engineer III.

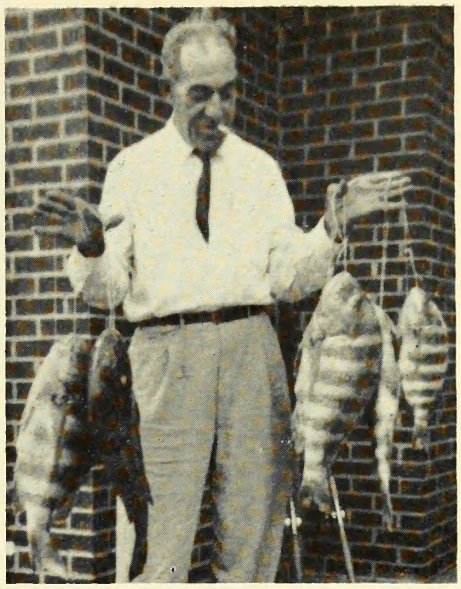
THE TWELFTH was sorry to see *R. E. Geer* of Right of Way transferred to the 13th Division because of his health . . . His fellow employees wish him luck.

WELCOME to *Kenneth Richards* who just started work with Construction in Shelby . . . To *Dewey Jones*, a new machinist . . . And to *Thomas Eugene Rabon*, a new sign employee.

Phil Rucker of Construction has resigned for a position with a Shelby engineering firm



Eugene Reed of Whittier and Velva Barker of Bryson City are pictured in front of the new district office at Bryson City. Velva has been a stenographer-clerk with the Commission for three years. Eugene, a maintenance employee, has about two years service to his credit.



P. A. Cameron, Highway Inspector III, lives in Kinston which is in the Second Division, but works in the Third. He's pictured with his usual catch of sheephead. He's been with the Commission about 33 years. Judging by his catch, fishing must be conducive to long service.

FIVE MEN in District Two went from a temporary basis to the permanent payroll in September: *P. B. Bentley, Hal Fox, W. G. Hunt, R. H. Isenhour,* and *J. K. Jarrett . . . Isenhour* celebrated the event by getting married right away.

FINE FOOD, fun and friendship held sway Friday, September 10, when Iredell County highway employees and families, numbering 175, gathered at the American Legion Hut outside Statesville . . . *Red Bridges* served barbecue with all the trimmins" . . . District Engineer *P. D. Miller* extended words of welcome . . . There was some old-time mountain music.

THE ANNUAL get-together for "men only" was held at the Corpening cottage on Lake James over Labor Day . . . The group included *P. D. Miller, L. D. Gaither* from Statesville, *H. H. Weaver* and *Johnny Church* from Shelby, . . . *W. W. Wyke* of Marion and his supervisors Flack and Hollis joined them Saturday night.

LOIS BARKLEY KNOX caught her hand in the fan at church recently . . . It required four stitches . . . We don't know what her hand was doing in the fan, but we do know that her hand has been felt in the work of the church and that few women have given more wholehearted interest, more untiringly faithful service to church work than *Lois* has given to St. Paul's Lutheran Church.

THE TWELFTH was ably represented at the recent NCSHEA convention in



Pretty Peggy Jane Matthews is attending Atlantic Christian College in Wilson on a valedictory scholarship which she won. She is training to be a teacher.

She graduated last June with honors from Charles L. Coon High School. She received the Valedictory Award, the Quill and Scroll Award, Business Manager of the Yearbook Award, and the American Legion School Award.

She represented her high school in a "girl most likely to succeed" contest of 12 eastern Carolina high schools which was sponsored by WNCT television. WNCT then chose her to represent them in the national contest sponsored by CBS television.

She is the daughter of Mr. and Mrs. J. G. (Shorty) Matthews. Her father is with the Equipment Department.

Winston-Salem by *P. D. Miller, P. J. Corpening, V. B. Reavis, C. D. Shumaker, C. B. Patterson, H. B. Rhyne, Clyde McRee, L. D. Gaither, I. B. Curlee, J. F. Abernathy, Kenneth Mauney, William Patrick, Frank Blanton, Fred Biggerstaff, Mr. and Mrs. John Falls, Paul Sain,* and *Marion Davis.*

VACATIONS . . . *The R. E. Laidlaws* and son, Bobby, spent a week fishing at Myrtle Beach . . . *The C. E. Laidlaws* joined them for a week-end . . . *Ben C. Palmer* spent a few days fishing at Fontana . . . *F. E. Gray* and family spent some time in Nashville, Tenn., with relatives and friends . . . The *Ben C. Palmers* and son, Tommy, vacationed in Virginia . . . *E. J. Rector*, sign supervisor, enjoyed a few days off in October . . . Resident engineer *W. A. McNeill* and his wife journeyed to Kentucky for a few days . . . Three men in Construction at Shelby also took time off: *Ray Nichols, Willie Runyans,* and *Furman Edwards.*

NEW FACES . . . *Mr. and Mrs. D. O. McLelland* announce the birth of a son, Daniel Speece, October 1; the father is a truck driver in Iredell . . . *The Bill Eskridges* are the proud parents of a baby girl, Annie Laurie, who was born August 29; *Bill* is a clerk in the equipment department . . . *The D. W. Ormands* announce the birth of a daughter, August 22; *Ormand* is a mechanic in the Dallas shop . . . *The Yates T. Martins* of Catawba County announce the arrival of little Holly Annette, September 1 . . . *George Alvin Carpenter*, truck driver in Gaston County, is beaming with joy since the birth of his son, September 12.

GET WELL wishes to *Jerry Proctor* who fractured his arm while playing at school recently; he's the son of *Hazel Proctor*, a machine operator in Gaston . . . To *Mrs. B. R. McLain*, wife of the district mechanic, who underwent major surgery . . . To little Patricia Tomlin, daughter of equipment employee *John P. Tomlin* . . . To *Mrs. C. G. Lambert*, wife of a prison guard . . . To *Mrs. Roy Williams* who underwent a major operation . . . And to Guard *Adam L. Pritchard* who was hospitalized and out several weeks . . . *T. L. Moore*, gang foreman, is recuperating from an attack of pneumonia.

IT'S GOOD to see *Tom Stringfellow*, section foreman in Cleveland, back at work after a three-month long illness.

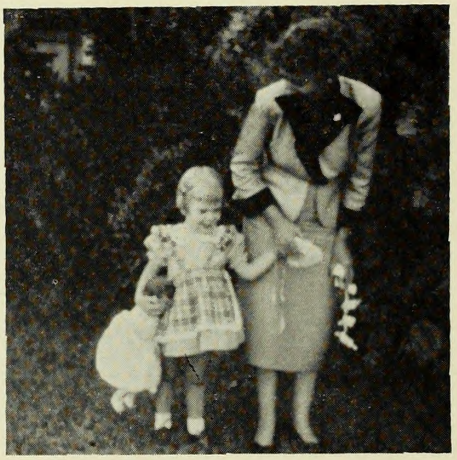
A SPEEDY recovery is also wished *Mrs. John Rollins* and *Mrs. J. D. Champion* who were hospitalized in the Shelby hospital . . . *Rollins* and *Champion* are mechanics in the division shop.

REID ROYSTER, truck driver in Cleveland, and *C. G. Poston*, gang foreman in Cleveland, are both sporting new Chev lets.

EQUIPMENT superintendent and M *J. F. Abernathy* are mighty happy have their daughter and family back Shelby . . . Their son-in-law, Char Heath, is superintendent of the city department.

DISTRICT engineer *H. H. Weaver* v pleasantly surprised with a two-tier bir day cake by his office staff: *J. I. Chur C. G. Poston*, and *Marion Davis* . . . *M Weaver* and daughter, Gloria, joined group for a little informal party . *Weaver* shared his cake with all e ployees of the division office and otl friends.

THE NATIONAL Child Welfare Co mission of the American Legion presen the Annual Child Welfare citation to Warren F. Hoyle Post No. 82 for o standing work in child welfare, 1953 . . . *C. G. Poston*, gang foreman in Cle land, was the post's child welfare offi that year . . . This is the first time post has won this national honor.



Mrs. Sibyl Smith, clerk in the district office in New Bern, helped her granddaughter celebrate her third birthday, September 26. Little Nancy Gray Gill is the daughter of Mr. and Mrs. F. K. Gill of Raleigh. She's grown quite a bit since her picture appeared in ROADWAYS when she was two days old.

DIVISION THIRTEEN

DAN TURNER
Division Correspondent

THE BOYS at the district shop Craggy are doing a wonderful job keeping the equipment in running or . . . They have a modern shop now a enough mechanics to really turn out work . . . The men at the shop incl *Clinton Sluder, Marvin Creasman, Ra Freeman, John Brissey, Con Foster a Lonnie Barsh* . . . The Bridge Main nance Department has a new wareho and garage at Craggy and they are r proud of them.

O. L. WILSON, highway inspector has been transferred from Marion Construction at Morganton.

GET WELL wishes to *Will Fowl* truck driver in Buncombe, who had stroke some time ago but is now up a about . . . To *Guy Baldwin*, mow machine operator, who received a brok leg, abrasions and bruises when an au mobile struck his machine on US 25 . To *Carl Stamey*, prison guard, of Crag who underwent a major operation cently . . . To *W. A. Banner* of Constr tion who has been sick at home . . . *Jennings Foster*, gang foreman, who v hospitalized with a back ailment.

BACK ON THE JOB . . . *A. E. Snels* right of way engineer, underwent a mi operation but is back at work now . *Mrs. Della Banner*, who had been ill some time, returned to work in Septe ber.



Bob Hairston of the Portland Cement Association was host to a fishing party in August. They didn't catch a sail fish but did have two strikes. A number of other fish were caught, though. The group included from left, District Engineer W. W. White, Andy Brickler, Roadway Design Engineer T. N. Park, Gordon Maynard, and P. L. Welch, Assistant Seventh Division Engineer.

MR. AND MRS. *Cecil Wilkie* of Spruce Pine were blessed with twins, a boy and a girl, August 24 . . . *Wilkie* is a gang foreman.

W. J. EDWARDS of Construction at Marion was recently visited by his brother, W. Thomas Edwards of Port Angeles, Washington . . . They took a short tour of western North Carolina and saw HORN IN THE WEST and UNTO THESE HILLS.

SYMPATHY is extended to the family of *Lee Honeycutt* who died August 29 . . . *Honeycutt* lived in Alexander and had been a loyal highway employee for several years in Buncombe .

DIVISION FOURTEEN

C. J. BECK
Division Correspondent

THE DIVISION office force journeyed to Fontana to attend the celebration of the new road into Fontana.

COMMISSIONER and Mrs. *Buchanan* along with Division Engineer and Mrs. *Page* attended the Southeastern Association of State Highway Officials in Nashville, Tenn.

W. H. TWEED, highway engineer II, resigned in July to accept a position with TVA in Asheville . . . His friends in the Waynesville office will miss him.

THE LAST of October was moving day into the handsome new two-storey division office on the outskirts of Sylva.

MRS. HELEN ROLAND is the new stenno-clerk in Right of Way.

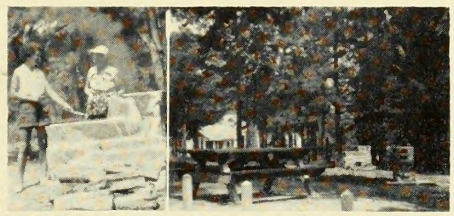
A SPEEDY recovery is wished *Mrs. Frank Bryson*, wife of the sign supervisor, who is improving from an operation . . . Right of way Engineer *G. W. Clayton's* father is improving after a long illness . . . *F. F. (Jug) Merrill* is making steady progress after his recent illness; he's a patient in Aston Park Hospital, Asheville.

HEADQUARTERS

HAZEL hit Raleigh with a vengeance, uprooting trees and disrupting telephone and power lines . . . *George Elliott* and *Mary Turner* both reported trees falling on their homes . . . *R. G. Johnson* said some 40 big trees were blown down in his yard . . . HAZEL is the main topic of conversation here and will be for some time.

HEADQUARTERS was saddened by the death of *William McDonald Pate*, 42, an engineer in the Location Department, October 18 . . . He was educated in the Raleigh Public Schools, the University of North Carolina and N. C. State College . . . He was a designer for some years with Martin Aircraft in Baltimore before taking a position with the Highway Commission . . . Sympathy is extended his mother, Mrs. W. F. Pate; and his sister, Nancy Pate.

BRIDGE NEWS . . . *Luther T. Williams* is a new employee in the structure survey division . . . *G. W. Jones* is a part-time employee in the drafting room . . . *Mr. and Mrs. P. B. Honeycutt, Jr.*, announce the birth of a son, David Benton, September 13 . . . *Mr. and Mrs. Jack Childress* are the proud parents of a baby daughter, Linda Lee, who was born September 30 . . . This is the first child



Rita Grainger and Jeanne Fiset of Montreal, Canada, were cooking their breakfast one morning at the roadside park off US 220 near Ellerbe. The park which has been in operation since 1952 has about ten tables, fire places, drinking fountains, toilet facilities and covered refuse cans. Roy Baker of Asheboro is the landscape supervisor in charge of the park. He reports that it is "policed" daily.



The engineering party on the Pigeon River job in Haywood County display a LIVE rattlesnake they caught recently. From left, see John C. Weaver, Highway Engineer II; Harvey Coward and Kenneth Palmer, both Engineering Aides I; and Vaughn ("Pee Wee") Rhinehart, Jr., Engineering Aide II. The deadly rattler had 11 rattles and a button. It measured almost four feet in length! Another member of the party, Wade H. McDaniel of Waynesville, failed to get into the picture.

of each couple . . . Sympathy goes to *Jessie Ruth Norris* in the death of her father, September 20 . . . *Mr. and Mrs. Ralph Owens* announce the birth of a son, David Ralph, October 21 . . . *Worth Bailey* transferred November 1, from mail room to bridge department as a clerk; he replaces *Alfred Talton* who resigned recently.

FROM THE Prison Department . . . Before Hazel, *Mrs. Mary Bass* vacationed at Wrightsville Beach; *Mrs. Ozelle Hare* at Daytona Beach; *Ruby Harvell* at Virginia Beach; *Bob Allen* at Kitty Hawk; *Mrs. Josephine Upchurch* at Myrtle Beach; *Blaine Madison* in Atlanta and the mountains; and *Mrs. Mildred Baker* at Wrightsville . . . *John H. Howard* resigned to attend the Traphagen School of Design in New York City . . . *Adelaide P. McCotter, Dorothy J. Kennedy*, and *Leslie E. Brown* have also resigned . . . *Jean Wellons* was married to Grady Wright, September 3 . . . New employees include *Charles A. Boyle, Jr., Dorothy P. Starling* and *Jackie R. Ingle*.

ON LOCATION . . . Welcome to *Mrs. Max Collins, Jr.*, who is working temporarily in the drafting room . . . *Mrs. Jane Campbell* spent an October week vacationing in the mountains . . . *W. L. Hobbs* vacationed in Charlotte; you'll have to see him about the advisability of jumping six-foot high walls . . . *Paul Ferguson* spent a week at Atlantic Beach with his family . . . *Eddie Seagroves* went fishing on Danco out of Morehead





More than 150 NCSHEA members, wives, and guests gathered at the highway garage in Greenville, October 8, to celebrate "Big Brass" night. Otis Banks m.c.'d the program.

The high-kicking chorus line included, from left, H. L. Vincent, G. A. Taylor, Jr., and J. D. Parker, Sr., officers of the Pitt Chapter. State President of the NCSHEA, J. L. McDonald, on right, brought down the house with his graceful burlesque while "taking it off."

The barbecue dinner was prepared by Jasper Boyd and his able helpers. J. G. Gibbs gave the invocation. Some of the "Big Brass" donned white aprons and served the dinner. The "waiters" included Fred Biggerstaff, past State president; Highway Personnel Director Earl Crump; Ivan Hardesty, second State vice-president; Gibbs, E. D. Credle of Greenville, J. B. Cutchin of New Bern, Unit Two officers; C. D. Bass, past secretary-treasurer; R. Markham, division engineer; and Banks.

Highlights of the State convention were reviewed. Gibbs, dressed as an old mountaineer, delighted the group with his stories. He gave his version of "Romeo and Juliet."

The chapter paid tribute to State President McDonald for the splendid work he has done and will continue to do for the Association.

Other guests included Marian Davis of Shelby, Florine Boone of Raleigh, Katherine Tyson and Sibyl Smith of New Bern, Mr. and Mrs. Vernice Benton, Don Woodall, Paul Fulghum, and "Shorty" Matthews all of Wilson, Mrs. Carl Abee, Sr., Mr. and Mrs. John Moss, Mr. and Mrs. Clyde Landing, and Mr. and Mrs. William F. Waters, all of Greenville. R. Markham won the door prize.

City and says his luck was good . . . Our sympathy to *Seagroves* in the death of his mother-in-law . . . *J. H. Chappell* has moved into his new home which was recently completed in Durham . . . *Lawrence Mahinske* vacationed in Pennsylvania with his family . . . *A. M. Walker* from a field party was on temporary duty in the Raleigh office . . . *Mrs. W. W. Hampton* is home after being hospitalized at Rex Hospital from a bad fall.

AROUND THE BUILDING . . . *Pauline Pleasants* took a week off in October . . . *Graham Egerton* also took a week-long vacation in October . . . *Ruth Parkerson* and husband plus two other couples spent a week in September fishing off Nags Head . . . *Lena and Gilbert Morgan* spent a week in September at Wrightsville . . . *Bobby Jean Herring* resigned in October . . . *Robert Burch* attended the annual meeting of the Institute of Traffic Engineers in Kansas City, Mo., September 28-30 . . . *H. C. Rhudy* attended a meeting of the N. C. section of A.S.C.E. in Greensboro.

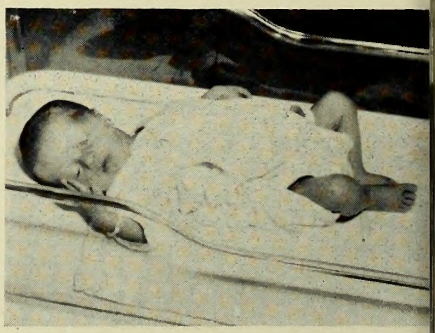
FROM STATISTICS . . . Before *Betty Miles* and husband moved to Fort Lauderdale, the girls in her office gave a small party at *Belle Tilley's* home . . . *Marvin Cates* and wife spent a week in New York . . . *Mr. and Mrs. Guy Farmer* announce the birth of their first child, a girl, September 15 . . . A former employee, *Jane Walker Stansburg*, also has a baby girl who was born September 17 . . . *John and Margaret Honbarrier* spent an October week in New York . . . *Blanchie Bradley* visited her sister in Maryland and her brother in Delaware . . . *Janet Marshburn*, a former employee, is back as secretary to A. E. Bevacqua.

IN ACCOUNTING . . . When *Jo Vaughan* had a birthday, October 18, few of her office friends celebrated wi a small luncheon . . . *Freda Webb* ce brated her birthday, September 6 . *Sam Smith's* son, Walter, and fami visited him right after the hurricane . Get *Joyice Smith* to tell you about h trip to Washington D. C., where s toured the zoo and the Smithsoni Institute . . . *Maxine Rogers* has return to work after the birth of her son, Stev Mikkensen, July 7 . . . October 22 w *Marie Narron's* birthday . . . *Alene Mo gomery* spent a week in New York . *Ruth Boone* is taking an art course night at State College.

FROM PURCHASING . . . *Bet Anne Wilkins* recently spent a few da in Florida . . . *Olene Ennis* took seve days off during Fair Week . . . *Je High*, a former employee, is now worki at the Prison Department Warehouse . Sympathy to *Daisy Rhoney* in the dea of her brother.

E. O. BROGDEN resigned to enter p vate practice with Solicitor M. G. Bo ette of the 13th Judicial District in Ca thage . . . *E. O.* will move his fami to Southern Pines . . . *Larry Beltm* is returning from condemnation work the Winston-Salem Expressway to R leigh . . . When *Ella Mae Sorrell* r signed recently, she was replaced *Barbara Owens.*

RIGHT OF WAY . . . *Mr. and M James N. Vause* announce the birth of son, Jamie, October 16 . . . *Trulah Pa* spent her October week vacation at h home in Williamston . . . *Nellie Barn* took a week off the last of October . *T. S. Craven* has moved his office fro Asheboro to the new Aberdeen office .



Motor grader operator Charlie Ki of Durham County is mighty proud his first grandson, pictured above, w was born September 2, in Watts Ho pital, to Mr. and Mrs. Eugene Eva Little Michael Eugene Evans was on three days old when picture made.

E. Bacon is a new employee at Aber-
e; *Charlie Bass* replaces *R. E. Geer*
he Shelby office.

ROM EQUIPMENT . . . *Frances*
ohenson has transferred from records
ecretary for *Ivan Hardesty* . . . *Myrtle*
l transferred from inventory to the
rds section . . . *Becky Griffin*, formerly
Bridge Maintenance, is now working
Equipment . . . *Mary Lou Huffman*
a new employee . . . *Vera Graham*
time off during Fair Week . . . *Dot*
w Stevens took two days off for house-
l chores . . . *J. R. Ray* went fishing
Morehead before Hazel . . . *Essie Ruth*
es spent a week in Asheboro when
brother was sick . . . *D. B. Thomas*
Greensboro has been ill.

N PERSONNEL . . . *Sam Badgette*
ooking forward to completion of his
home . . . *Dot Medlin's* little girl,
dy is recuperating from a recent ill-
s at her grandmother's in Wendell
. *Bonnie and John Broadwell* spent a
k visiting in Indianapolis and Chi-
o.

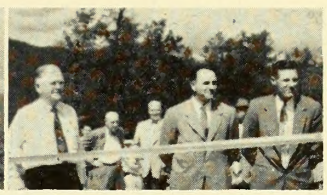
NA FERRELL took time off in Octo-
to visit cousins in Norfolk.

ROADWAY RAMBLING . . . New em-
yees include *Dick Hardy*, *Joseph*
ebien, *Mrs. Evelyn Button*, *Mrs. Mar-*
Farley, and *Mrs. Jean Smith* in the
fting room . . . *Edward Tharrington*
a new clerk . . . *Scott Singleton* is a
w engineering aide . . . *Tom Park's*
ther, Mrs. Effie Park, died September
she was 84 . . . *William Barkley* and
fe spent a week at Topsail before
zel hit . . . *Jimmy Coiner* also spent
o weeks at Long Beach before the hur-
ane . . . *Peggy Smith Bryan* resigned
accompany her husband, Clyde, who's
ne in service . . . *Ed McMahan, Jr.*, has
n on the sick list for two months . . .
arles Lassiter and wife spent a week
Atlanta . . . *Harry Epps*, a part-time
ployee, announces the recent birth of
son, Vincent Prescott . . . *Dick Hardy*
s a young son, Richard Lee, who was
rn October 13 . . . *Raymond Jones* is



Vance Reavis' son made above picture a barbecue for highway employees and their families at Statesville, September 10.





Some of the Democratic Party dignitaries were on hand for the celebration of the new road into Fontana. From left, Commissioner Buchanan, U. S. Senator Alton A. Lennon, Secretary of State Thad Eure, Commissioner of Insurance Charles Gold, State Labor Commissioner Frank Crane, State Auditor Henry Bridges, U. S. Representative George A. Shuford, Mrs. Mary Laurens Richardson (vice chairman of the State Democratic Executive Committee), and Commissioner Ralph Winkler of Boone.

The second group shows Chief Locating Engineer R. Getty Browning, Lee J. Whitmire of the Macon Construction Company, and Everett Thomas, resident engineer on the new Fontana road.



Picture was made on a Henderson County road, ten days after being treated with calcium chloride to control dust. District Engineer Paul DuPre of Hendersonville says that two pounds of calcium chloride flakes were used for each square yard of a four-inch base of No. 7 stone. The four-inch stone base was put down first, then wet with water, immediately followed by spreading the calcium chloride from lime spreaders. Then a motor grader was used to mix it. A ring roller compacted the stone and calcium chloride. Stone dust was put on top to make up for the lack of fines. DuPre estimates the treatment will cost about $350 per mile, not counting cost of the stone. Later the rough spots will be machined off and an additional half pound of calcium chloride will be applied per square yard. This county road has a daily traffic count of 75 vehicles. It will be watched to see how it holds up this winter. If the road is in good shape next spring, the treatment may be used more extensively to control dust on unpaved, lightly-travelled county roads.

proud of his little daughter, Marjorie Ruth, who was born October 9 . . . *W. H. Barker* has a new granddaughter, Sharon Denise Parrott, who was born in October . . . *Les Brown* is the proud father of a son, James Angus, who was born October 21.

BRIDGE Maintenance News . . . *C. B. Taylor* is pleased over the recent birth of his second granddaughter, Elizabeth Marshall Taylor . . . She's the daughter of Jean and Henry Taylor of Greensboro . . . *Ralph Carroll* enjoyed a visit from his daughter, Betsy, and granddaughter, Sherry, of Puerto Rico; Carroll has recently moved into his new home . . . . *Mr. and Mrs. Charlie Biggs* celebrated their 28th wedding anniversary, September 29 . . . *Buck Taylor* is back from a trip to Florida with his wife.

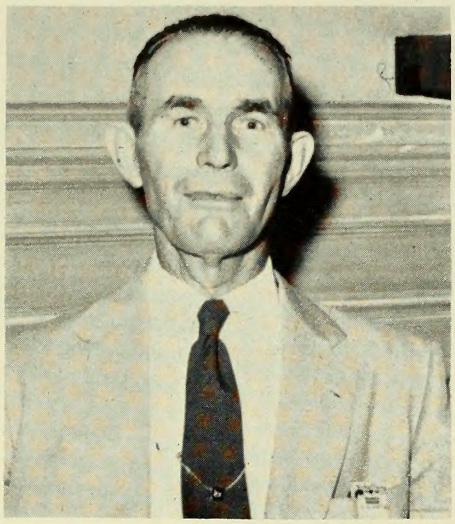
TIME FLIES . . . *Milton and Alice Gorham* celebrated their 25th wedding anniversary, October 12 . . . *"Skin" Witherspoon* also passed a wedding anniversary, his 37th, October 18.



Meet the recent bride and groom, Mr. and Mrs. J. M. Cooke, on the left. They were married August 20, in the Calvary Methodist Church, Durham. They honeymooned in western North Carolina and are now at home at 908 E. Trinity Avenue in Durham. She's the former Irene Brooks of Person County. The groom is a maintenance foreman in Durham County.

Irene Oneta Branch (third from left), and J. H. Alford were on hand for the wedding. Alford is the Fifth Division Equipment Superintendent.

HONOR ROLL OF 30-YEAR HIGHWAY EMPLOYEE



LATTIE B. STARLING

Gang foreman Starling started his highway work in 1916 in Cumberland County when all roadwork was done with mules and by hand. In 1922, he came with the State Highway Commission at New Bern. R. E. Snowden and R. Markham were his engineers while Tom Haynes was his supervisor.

He remembers he "was assigned a large tractor and road machine to widen and improve the county roads from county seat to county seat." In 1929, he was made section foreman. Then in 1945, he was made gang foreman. During his 32 years of State Highway service he has served under W. F. Morson, T. T. Betts, L. E. Whitfield, F. M. Edgerton, B. Whiteside, Joe Taylor, T. J. McKim, C. C. Holland, Henry Markham, Harry Noell, Bob Moore, Dan Davis and R. A. Northcott.

Lattie B. Starling was born October 8, 1893, near Fayetteville. He is the son of Mr. and Mrs. J. L. Starling. He completed the tenth grade of Wade High School. January 1, 1930, he was married to Lydia Oneta Hall of Salemburg in the Hay Street Methodist Church of Fayetteville. They live in Goldsboro and have three children: Lt. Lydia Ruth Andrews of Las Vegas, Nevada; A/2 C Lattie B. Starling, Jr., of Panama City, Florida; and Mary Alice Starling, a New Hope High School freshman.

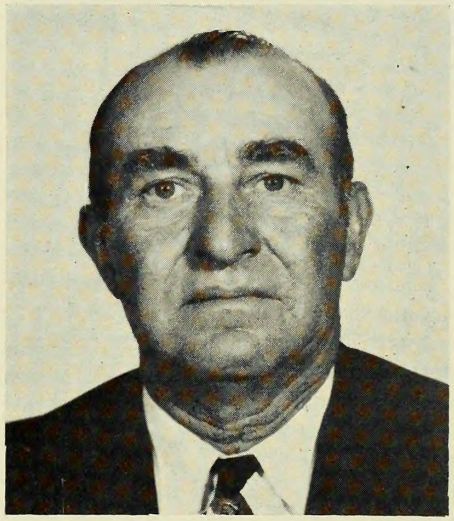
Starling gardens in his spare time. He's a York Rite Mason, Shriner, and Woodman of the World.

Section foreman Tippett began his highway career as a truck driver back in 1922. Lee Lashley was the section foreman in Durham County then.

In 1931, Tippett was transferred to Raleigh for work in the sign department. In 1934, he returned to Durham to work with section foreman J. E. Hall. Then in 1946, he took over a county section under maintenance supervisor Kirk Duncan of Durham County.

Raymond E. Tippett, son of Jimmie Lee and Maggie Tippett, was born in Granville County. He was educated in the county schools. April 19, 1934, he was married to Dora Vaughn in Halifax, Virginia. Today they live in Durham and are members of the Holloway Street Baptist Church.

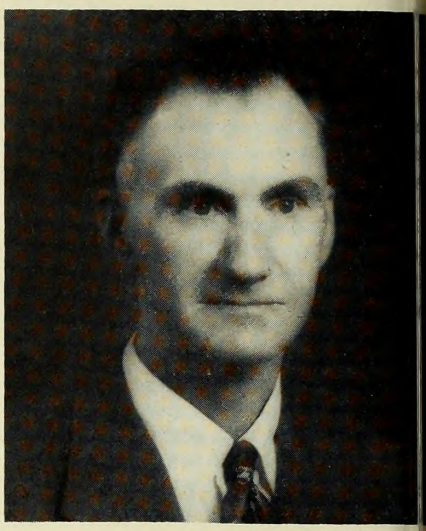
In season, he likes to hunt and fish. Keeping bees is his hobby.



RAYMOND E. TIPPETT

Gang foreman Foster started his highway work in April, 1922, in the lab. He worked in Buncombe County until 1928 when he was transferred to Madison as a road machine and tractor operator. In 1936, he was promoted to motor grader operator. He worked Madison and Buncombe until 1941 when he worked Buncombe County roads only. Then in 1949 he was promoted to gang foreman.

Foster, son of Mr. and Mrs. Melvin C. Foster, was born January 17, 1903. He was married to Madeline Frisbee, August 25, 1926, in Spartanburg, S. C. Today they live on Route One, Alexander. They are members of the Cedar Hill Baptist Church.



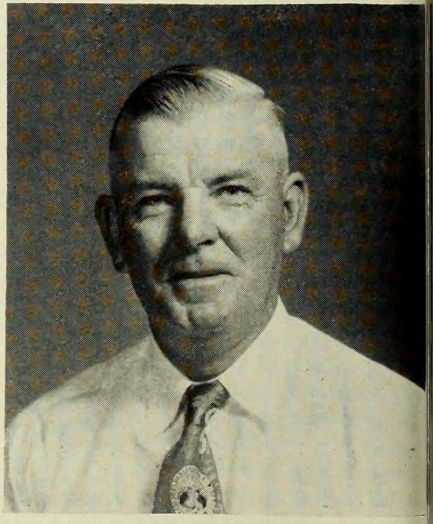
ELMER C. FOSTER

The Fosters have an 18-year old s
Burnice M. Foster.

Gang foreman Charles Yates Gree
of Morganton remembers "I began wo
in Cleveland County with my broth
C. S. Greene, on the old dirt highw
which was then No. 20. It's now US
In 1928, I was transferred to Nebo n
Lake James in McDowell County.
worked there for three years with Gra
LaFevers on NC 105.

"In April, 1931, I was given a secti
at Pensacola in Yancey County whe
I worked until the State took over t
county roads. I was then transferred
Morganton."

He is the son of Mr. and Mrs. W. H
Greene.



CHARLES YATES GREENE

He was born in Mooresboro and is
e son of Mr. and Mrs. W. Hill Greene.
th his parents are now deceased.
eene attended the Mooresboro Schools
d graduated from high school in 1921.
June 8, 1924, he was married to Lois
vis at the home of the bride's parents
Forest City. They have four children:
arles, Phillip, Joseph, and Mrs. Mary
la Phillips. They are members of the
lem Methodist Church.

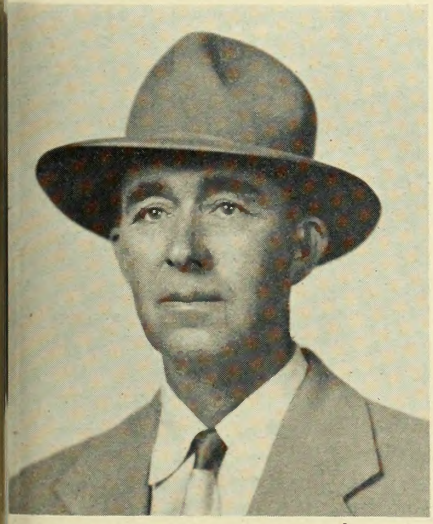
Greene takes an interest in the activi-
s of the Mason and Eastern Star. His
the job interests are fishing and
ising chickens.

Gang foreman James J. Foster of
heville in recounting his 30 years
th the Highway Commission says,
started as a laborer doing main-
nance work in 1923. From that, I
nt to driving a truck for several
ars. After that, I drove a motor grader
r 16 years. Then in 1950, I was pro-
oted to gang foreman. All my highway
rk has been in Buncombe County."

Foster is the son of the late Melvin
and Arona Lanning Foster. He was
rn August 23, 1905 in Buncombe
unty.

December 17, 1928, he was married
Eula McCoy. They have three
ildren: Roberta, L. J., and Lovella Jo.
ey are members of the Newfound
ptist Church in Leicester. The Fosters
e on Route Four, Asheville.

When he can get the time, Foster
joys fishing.

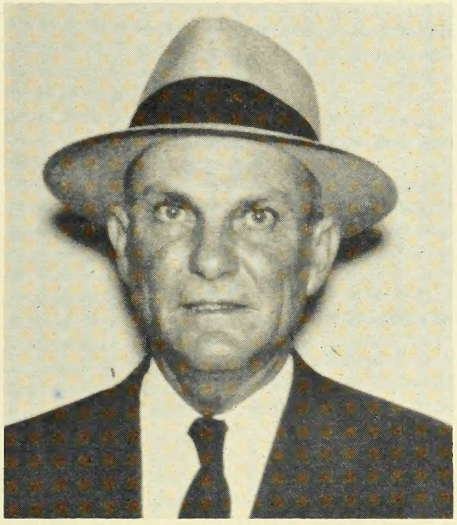


JAMES J. FOSTER

Section foreman Bouldin began his highway service in 1924 as a helper with H. H. Kennedy, supervisor. One year later he was promoted to section foreman, a position he has held ever since. During his 30 years, he has spent most of his time on the same section he started with. His supervisors included Tom Burton, W. W. White, Watt Daniels, and Jim Morton (his present supervisor).

George R. Bouldin, son of Mr. and Mrs. J. L. Bouldin, was born May 7, 1900, in Alamance County. He attended the county schools and Gilliams Academy. May 31, 1924, he was married to Lelia Walker in the Methodist Parsonage, Danville, Va. Today they live at 606 Montgomery Street, Reidsville. He's a member and steward of the Main Street Methodist Church.

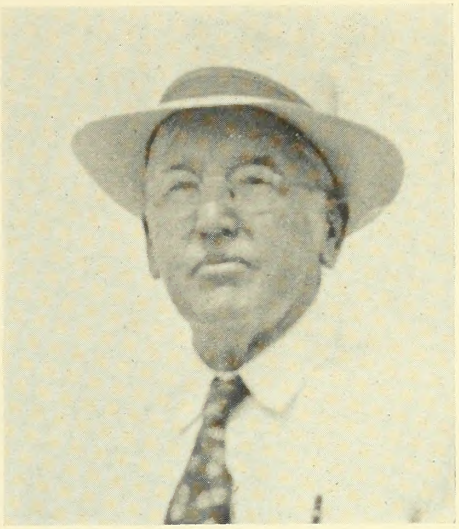
The foreman is a Kiwanian.



GEORGE R. BOULDIN

Resident Engineer R. R. Roper retired October 1, after 34 years of highway service. His many highway friends in eastern Carolina miss him but wish him the best of luck in his well-earned retirement.

He began his highway career in 1921 as an instrumentman on location in Hyde County. Several months later he was promoted to senior Resident Engineer on construction from the Martin-Washington County line to Columbia; and from Columbia east to Fort Landing on the Alligator River. Earlier he constructed the grading project from Williamston to Washington County line. After finishing the concrete paving from Martin County line east to Roper, he went to Edenton in the spring of 1926. He was in charge of construction of the bridge across the Chowan River, together with the approach road from Edenton to the river. At the time, this was the longest highway bridge in the State.



R. R. ROPER

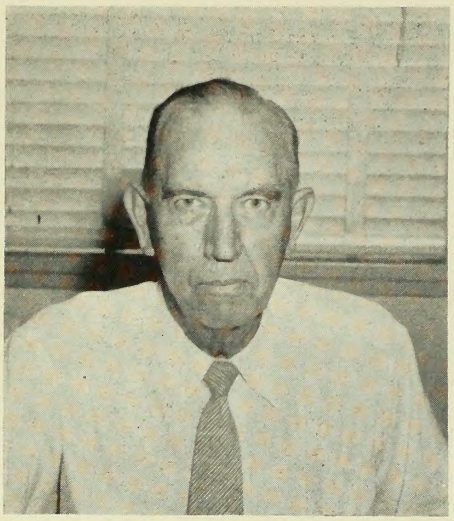
Next, he was on the concrete paving east of Roper. He then went to Washington, N. C., to be in charge of building the concrete bridge across the Pamlico River.

In 1930, he went to Elizabeth City to construct the double bascule draw bridge across the Pasquotank River. After building the piers and erecting the lift spans and with the approach spans well on the way, he left Construction to become a District Engineer when the State took over the maintenance of all county roads in 1931.

The district maintenance office was in Edenton and for six years he directed maintenance of nine northeastern Carolina counties from there. In 1937, the district maintenance office was moved to Elizabeth City, where he remained as district engineer until 1948 when he went back on construction. He was senior Resident Engineer in charge of building the through-girder bridge over the Meherrin River and approach roads at Murfreesboro.

During the bond program, he located roads in Hertford, Bertie, Gates, Pasquotank, Camden and Currituck counties. Later he was in charge of bond road construction in Gates.

When the Chowan River Bridge had all but served its usefulness and had to be reconstructed in 1950. R. R. Roper in 1951 supervised the work which took over two and one half years to complete. Not only had he built the earlier bridge, but he came back 25 years later to rebuild it!



MARION BOYCE McEWEN

Roadway Final Estimate Engineer M. B. McEwen dates his highway career from September 1, 1921. He was on location as a rodman in the old Sixth District with J. B. Pridgen as district engineer. A year later he transferred to Construction where he worked till 1924. He was called home due to an illness in the family to manage the farms. After two years on the farm, he returned to the Commission as an instrumentman with W. S. Sizer, resident engineer, in Albemarle.

In 1927, he transferred to K. Sloan in Salisbury. From there, he went to Statesville with T. F. Royall, resident engineer. He next went to Charlotte with L. B. Peck. McEwen did mostly inspection and instrumentman work.

In 1930, he went to Wadesboro where he paused long enough to marry Celeste White of Cornelius, a grammar school teacher. She claims they have moved so many times that she's packed more often than any other woman in the State. They were transferred to Greensboro where orders came saying, "Go West!" They landed in Boone and then to Smoky Mountains where they lived in a camp at Smokemount for a short time. When the party moved to Sylva, they had more liveable quarters.

Other moves included Morganton, 1934; Mt. Holly, 1935; and Gatesville, 1936. In 1937, he went to Oxford as resident engineer. From 1940 to 1944, he was resident engineer on jobs in Roxboro, Durham, Greensboro and Hillsboro.

In 1944, McEwen came to the Raleigh office and worked in the drafting room. However, little construction was done during the war. In 1950, he was promoted to his present position. And in his words, "It's good to be permanently located at last." In 1951, the McEwens built a home in Raleigh after having lived all over the State.

He was born November 20, 1897, in Mint Hill. His parents are S. N. and Cora McEwen. After graduation from Bain Academy in 1916, he attended Mars Hill College for two years.

He's a Presbyterian. Gardening and raising flowers are his hobbies. Roses and gladiolas are his specialties. Winters, he likes to hunt. McEwen is a member of the N. C. Society of Engineers.

Gang foreman Jesse Curtis Phillips of Charlotte recalls "I started with the Equipment Department in the Raleigh shops. After four years, I went with the Road Oil Department and worked out of Lillington. Ed Moore was my supervisor.

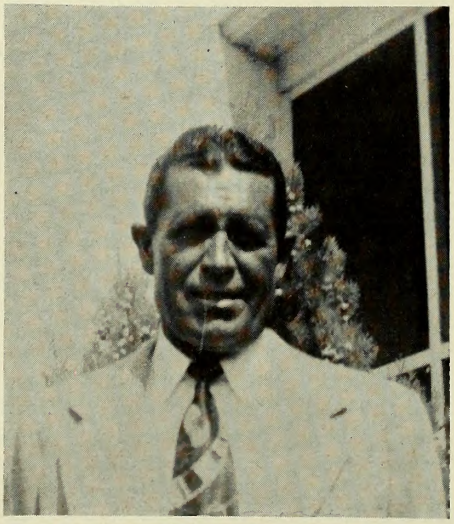
"In 1931, I went to Statesville and was promoted to road oil foreman. Sam Brinkley was my supervisor. Next, I was moved to Albemarle in 1937 and worked out from Division Seven. Then I was moved to Charlotte in November, 1942.

"For the last ten years I have worked with the Maintenance Department as a gang foreman. H. M. Burgin is my district engineer."

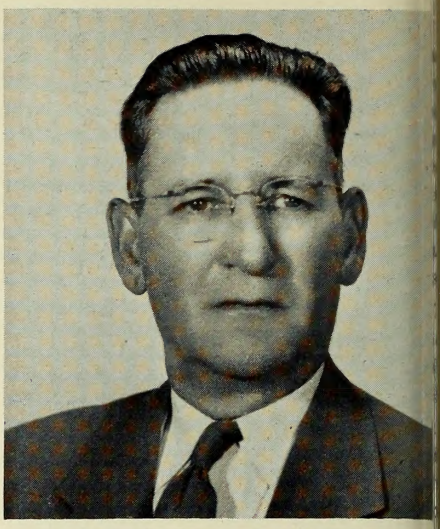
Born September 13, 1906, in Wake County, he is the son of Mr. and Mrs. G. C. Phillips. He was educated in the county schools.

December 28, 1927, he was married to Lyda Prince of Raleigh in Bennettsville, S. C. Today they live at 1410 West Boulevard in Charlotte. They have two sons: James Edwin who is six; and Milton Leon who is 17. They are members of the Wilmore Presbyterian Church. Phillips is a deacon.

Last year Phillips and his wife celebrated their 25th wedding anniversary. His special interests are baseball, auto racing and wrestling.



JESSE CURTIS PHILLIPS



HERBERT G. ROBERTS

Supervisory foreman Roberts went to work with the maintenance department of Buncombe County in 1923, as a truck driver and heavy equipment operator. In 1931, he was promoted to gang foreman and worked sections and construction until 1953. He was then promoted to supervisory foreman of Buncombe County maintenance. Looking back, he says, "My superiors have always been excellent men to work with.

"In the past 30 years, we've had many trying experiences in the construction and maintenance of our mountainous highways. In 1940 when many of our roads were destroyed by flood waters I worked one 48-hour stretch to get the road open from Canton to Asheville. The first man to travel the road after it was opened was Governor Hoey."

Roberts helped W. B. Ferguson organize the N. C. State Highway Employees Association and is still one of its most active members. He's past Master of Vance Lodge No. 293 A. F. & A. M. He's a Presbyterian and assistant treasurer of the Weaverville church.

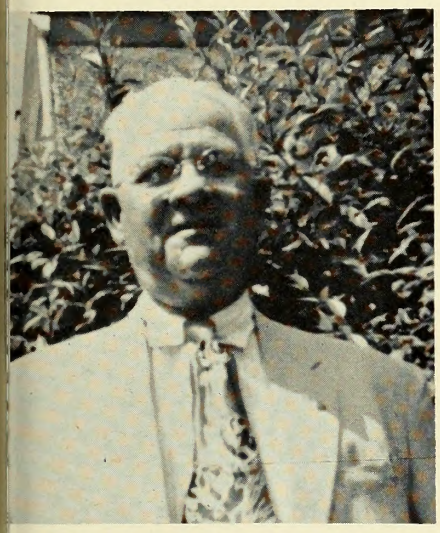
The foreman, son of Mr. and Mrs. J. W. Roberts, was born August 1[illegible] 1899, in Buncombe County. October [illegible] 1924, he married Sue Capps in Weaverville. Today they live on Route Two Weaverville. They have two daughters: Mrs. Kathleen Roberts Buckner, and Mary Sue Roberts. There is one granddaughter, Diana Buckner.

Gang foreman James Henry Thompn of Henderson started his highway ork in 1923 as a truck driver. Next worked on a road machine and later erated a motor grader. He was asciated with Joe Taylor and R. W. oore. In 1932, he worked with the arren County highway department. ter he was promoted to his present sition of gang foreman.

Thompson, son of Woody E. and Lue na Paynter Thompson, was born bruary 23, 1894, in Warren County. e attended the county public schools.

April 24, 1921, he was married to ice Cynthia Currin in the parsonage the First Baptist Church in Hender-n. Today they live in Henderson and e members of the Tabernacle Baptist urch.

The foreman is a member of the Redan Lodge.



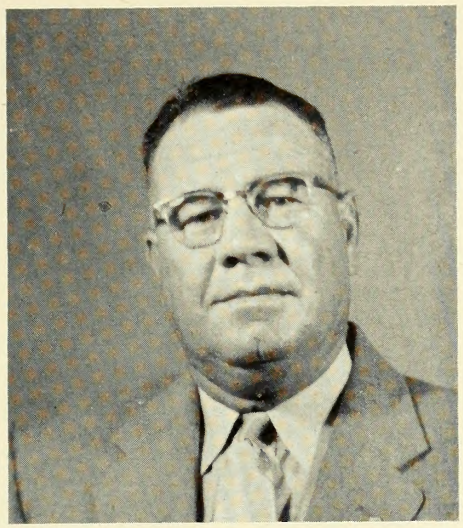
JAMES HENRY THOMPSON

Section foreman Willie Emanuel agner remembers, "I started to work r the Highway Commission, March 1, 924, under T. L. Bailey who was Road il Superintendent. Two years later I as transferred to J. C. Tyndall's group id worked with him for two years.

"Next, I worked for R. C. Speight hen he took over the outfit. Then in ie fall of 1933, I was transferred from ie Road Oil Department to Mainteance. I have worked ever since under . F. Gore who is district engineer of ie Third District and C. W. Lewis who supervisor."

The foreman is the son of Mr. and rs. Willie Wagner. He was born May 1906, in Warren County. He attend-l the Macon High School.

July 6, 1929, he married Annie eathia Riggan in Nashville. They have



WILLIE EMANUEL WAGNER

one daughter: Judith Annette Wagner. They are members of the Reedy Creek Baptist Church.

Wagner is a Woodman of the World. After work and week-ends, he enjoys gardening and hunting.

One of the youngest men to pass his 30 year work anniversary with the Highway Commission is Lawrence H. Hooper of Waynesville. He was born May 1, 1907, in Haywood County.

He is the son of Manuel and Selma Platt Hooper. He attended the county school.

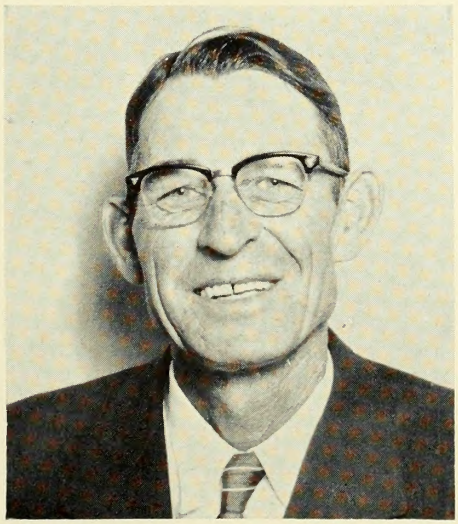
Looking back, he says, " I worked in Haywood and Jackson counties, driving a team of mules at $1.50 a day. Then I started driving a Liberty truck. I was shortly promoted to gang foreman.

"I have worked under lots of supervisors and it's been a great pleasure to me to know all of them as I liked all of them very much.

In summary, "I have had lots of good days and lots of bad ones, but I wouldn't change any of them if I could."

July 3, 1931 he was married to Evelyn Bryson in Georgia. Today they live on Route One, Waynesville. They have three children: Jimmy, Tommy, and Becky Hooper.

The foreman is a Deacon in the Pleasant Balsam Baptist Church.



LAWRENCE H. HOOPER

Districts Changed

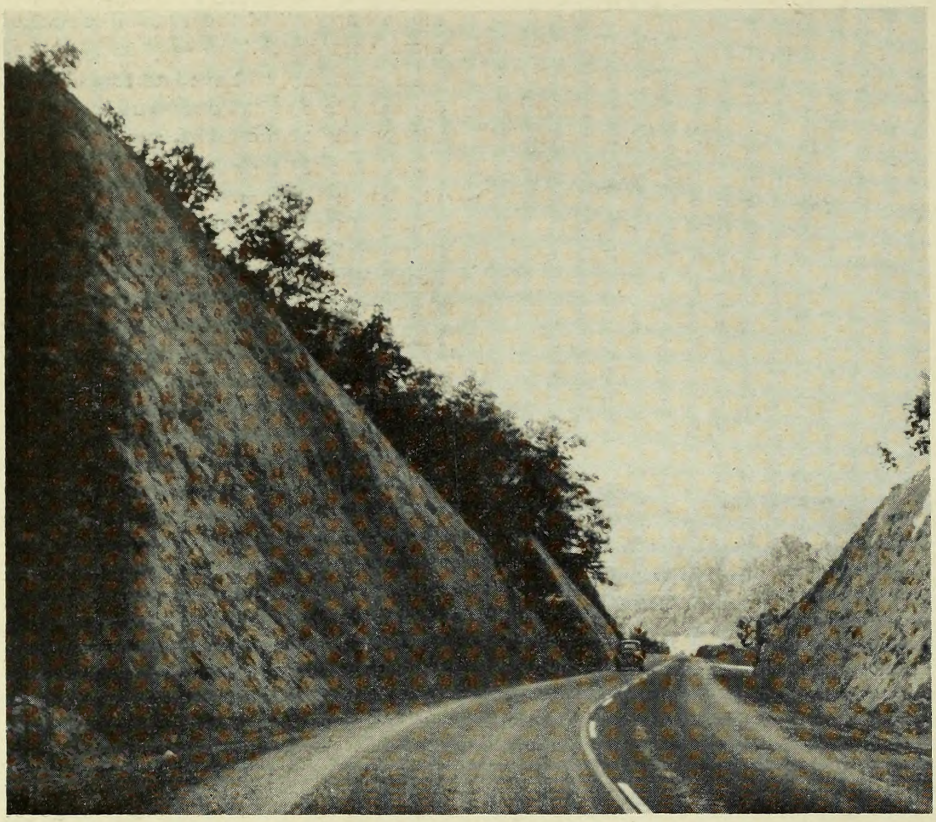
District lines were changed in four of the 14 highway divisions to equalize the work load. To make for efficient maintenance operations, several districts were realigned so that each would have 3,000 or less miles to be maintained. The districts will be more compact and easier to cover.

In the Fifth Division, Wake County was made a district and District Engineer J. P. Brown, who had charge of Wake, Warren, Vance and Franklin counties, was retained as the new Wake district engineer. Wake, with 1,458 miles of roads, has the third largest mileage of any county in the State. J. B. Cutchin of New Bern, a former resident engineer, was transferred to Henderson for Warren, Vance and Franklin counties.

In the Second Division, Beaufort and Pitt are being put in the same district. W. W. Wesley remains the district engineer with offices in Washington, N. C. Greene, Lenoir and Jones make up a second district. Heber Gray remains the district engineer with offices in Kinston, Craven, Carteret and Pamlico make up a third district with C. Y. Griffin as district engineer. His district office remains in New Bern.

In Division Six, Robeson and Columbus will be made into one district. E. L. ("P") Green has moved his district office from Whiteville to Lumberton. Harnett, Cumberland and Bladen were grouped into another district with Sam Wilson as district engineer. Wilson will have district offices in the division office in Fayetteville.

In the Eighth Division, Chatham and Randolph will be put in one district with district engineer John Hall having his office in Asheboro. Montgomery, Richmond and Scotland will be in another district. Oscar Brame will be the district engineer; the district offices will be moved from Sanford to Rockingham.



New Fontana Highway Opened

When Commissioner Harry Buchanan clipped the white ribbon in the formal opening of the new one-million-dollar all-weather highway linking Fontana and Bryson City, one of the last barriers isolating a section of western North Carolina was broken.

In the October 4, celebration, Buchanan proclaimed, "the people of Graham County and Fontana can now come into North Carolina."

More than 300 national, State and regional dignitaries gathered at the inspection of US 19 and NC 28 to form a motorcade. They drove to an overlook about two miles from Fontana where the ceremony was held.

The celebration was continued at a luncheon given at Fontana by Government Services, Inc. Former Senator Alton Lennon said that "North Carolina has never invested a million dollars from which it will receive more dividends. This new road is going to mean much to this section and to all the State."

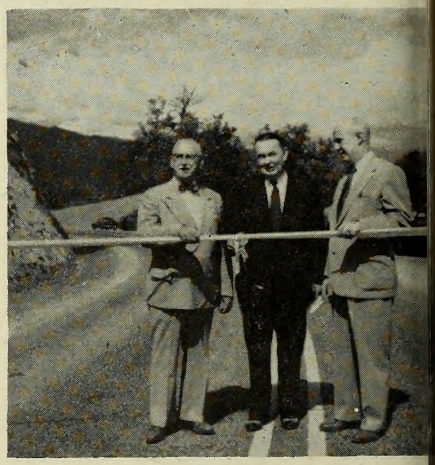
THE ASHEVILLE CITIZEN commented, "A scenic wonderland of the far west is opened by this roadbuilding triumph.

". . . Here, then is a wilderness unlocked by a road rising and falling gently through forests of virgin timber and skating along the rims of beautiful lakes mirroring the blue skies and tumbling clouds. Let it, moreover, be an example. The mountain region can thrive only as good roads open up North, South, East and West."

The road was a tremendous task of construction. More than 1,500,000 yards of dirt and rock had to be removed before it could be completed. The new road has no curves exceeding 20 degrees. The maximum grade is six per cent. The highest point is 2,360 feet above sea level. It overlooks provide fine views of Fontana Lake, the dam and the Great Smol Mountains beyond. It cuts the distan east into Fontana from Bryson City more than half—from 70 to 33 miles. T driving time to Asheville has been sho ened by two hours.

Expressway Work Let to Contract

Work on the first 1.65-mile link of t Winston-Salem Expressway was award to Sanford Construction Company Sanford and J. K. Cecil and Son of Le ington, November 1. Their joint bid f the grading and structures totall $2,693,838.28. The big municipal proje will run from a point just southwest the intersection of Cloverdale Avenue a West First Street, east to a point ju southwest of the intersection of Ma Street and Belews Street. Highway Cha man Graham said the expressway h been designed to highly developed en neering specifications and was a st forward in meeting urban traffic nee W. S. Sizer will be resident engineer the job which will take about two yea to complete.

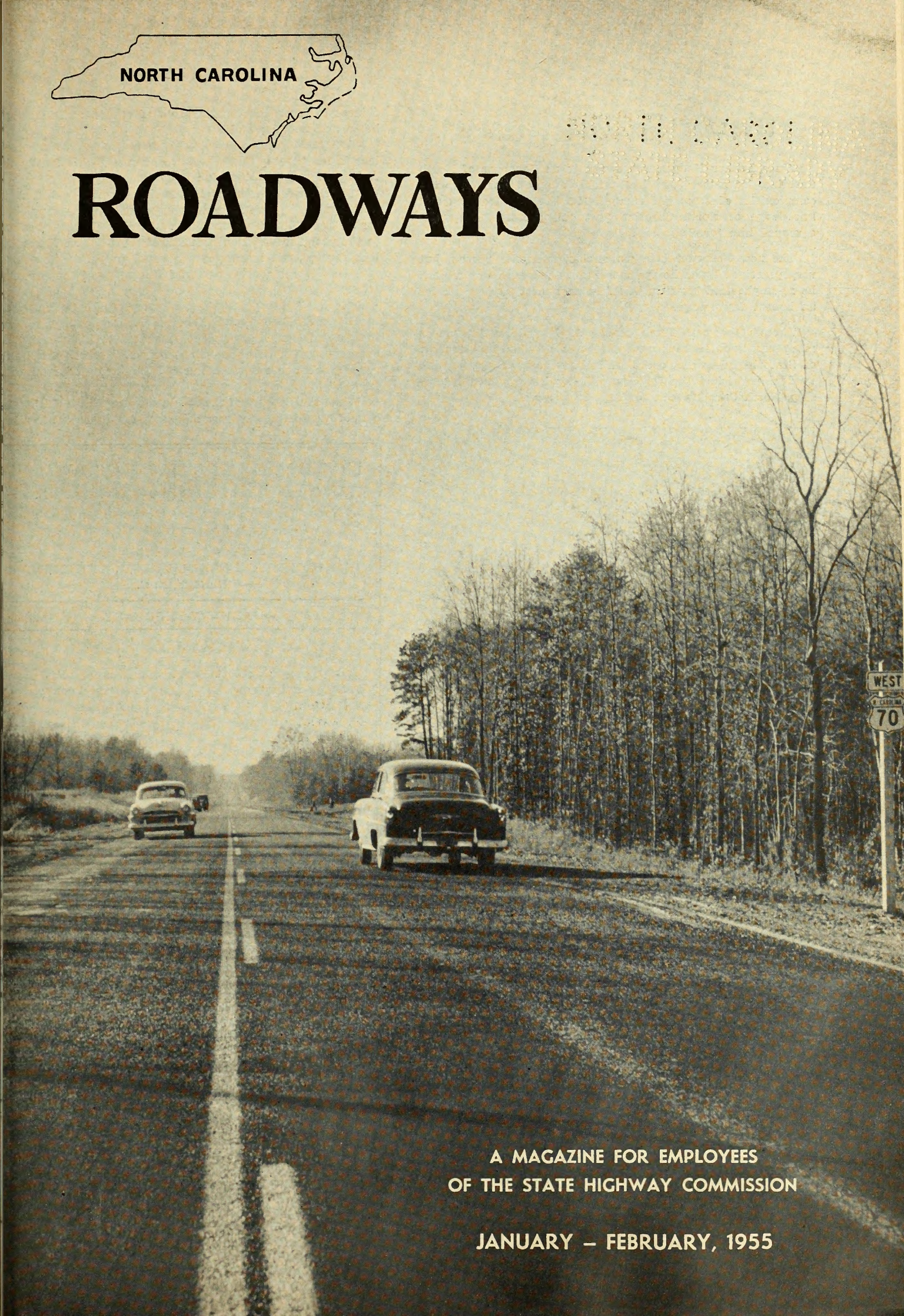


Commissioner Harry Buchanan Hendersonville cut the ribbon t formally opened the new million-doll Fontana-Bryson City highway, Octob 4. Taking part in the ceremony w Mayor Kelly E. Bennett of Bryson Ci representing Swain County, and Maj O. A. Fetch, resident manager of Fo tana Village, representing Grah County.

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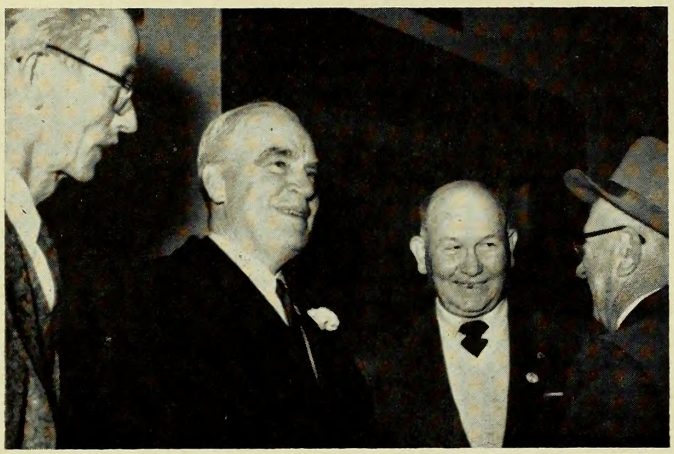
JANUARY – FEBRUARY, 1955

Welcome To New Governor

Since Luther Hodges was sworn in as Governor of North Carolina, November 9, he has quickly adapted himself to the complexities of State government. His business training and knowledge of North Carolina past and present have well-equipped him for State leadership.

The new Governor is a personable, energetic person, but very practical. When he spoke to State employees this winter, he re-emphasized his firm belief in an honest day's work for an honest day's wage.

Though the new First Citizen of North Carolina faces many problems, he can count on the cooperation and support of State highway employees. A full measure of success and wisdom is wished the Governor. Under his inspired leadership, North Carolina will continue to progress.



At a recent meeting of the N. C. State Employees Association, Governor Hodges told the group of his hopes and plans for the State and the responsibility that each employee would be expected to assume. Afterwards he was greeted by several long-time highway employees. That's H. K. Witherspoon on the left, Governor Hodges, Sam Smith, and W. E. Hawkins.

Tribute Paid Late Governor

At the December meeting of the Commission, the following resolution was passed:

"Whereas, in the untimely passing of Governor William Bradley Umstead in the prime of his tenure as Chief Executive of this State, the people of North Carolina lost a true and tried friend, a devoted and conscientious public servant, a great leader and a proven statesman; and

"Whereas, his life exemplified the finest traditions of American manhood and Christian teachings in his devoted attention to duty, his fulfillment of his obligations, his faithfulness to trust, his consideration of others, and his love home and friends; and

"Whereas, each member of this Commission feels a perso loss in his passing and wishes to express to his family th feeling of personal loss and deep sympathy.

"Now, therefore, be and it is hereby resolved that t Commission, by this formal means, expresses its appreciat for the contribution which William Bradley Umstead has m to the progress and rich heritage of the State of North Ca lina through his many years devoted to public service, minating in his service as Chief Executive of the State, a conveys the deep and sincere sympathy of each of its m bers to his family; and the Secretary of the Commission hereby directed to spread this resolution upon the minutes the Commission, upon a page dedicated to his memory, a have a copy (of this resolution) delivered to the press an copy (with our names subscribed thereto) delivered to family."

When the reading of the resolution was finished, the me bers of the Commission rose and stood for a moment in silen

THIS MONTH'S COVER

The relocated portion of US 70 from Efland to NC 49 was opened to traffic last fall. The 16-mile section has two lanes; but plans call for future dual-laning. Kiker and Yount were the contractor on the grading. Wison Construction Company built the major drainage structures and bridges. Roy M. Homewood built a vehicle underpass near Efland. Blankenship Brothers completed the subgrade reinforcement, stabilized aggregate base course and bituminous surface treatment. J. B. Clifton is the resident engineer.

NORTH CAROLINA ROADWAYS

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Survey Shows Primary Roads Require Major Improvements

The estimated cost of improvements and new construction on the North Carolina *primary* highway system from July 1954 to June 30, 1955 is $609,761,000, according to a "Report on North Carolina's Highway Needs" prepared by Parsons, Brinckerhoff, Hall and MacDonald, engineers, of New York. The survey represents seven months of extensive study of the State's roads by the engineering firm.

The work would involve $443,496,800 for 9,265.91 miles of improvement and 119.20 miles of new construction on the primary highway system. Right of way costs would be $64,103,900 and construction costs were set at $379,392,900.

For primary system modernization through municipal areas, the engineering firm proposed an expenditure of $67,783,000 for 936.27 miles of improvements and 3.22 miles of new construction. Right-of-way costs on the municipal streets and roads would be $20,375,700 and construction costs were set at $47,407,800.

The balance of the $609,761,000, an estimated $98,480,700, would be used to widen 321 structures, replace 753 and build 740 needed structures.

The report said, "The largest single item of new construction will be a high-level bridge across the Cape Fear connecting US 74 in Brunswick County with Dawson Street in Wilmington. The bridge will have an overall length of approximately 5,500 feet, and provide for a 600 foot horizontal and 155 foot vertical navigation clearance as required by the War Department. . .The estimated cost of the bridge, including property damage and contingencies is $11,250,000.

"Other large items of new construction are the structures for the Winston-Salem expressways. . . .The estimated cost for the structures on the entire East-West Expressway is $3,100,000."

The consultants worked out their findings and recommendations on a 10-year basis but found that the work should be done in six years and the financing could be handled in about 11.

Methods of Financing

Three methods of financing the improvement program were suggested: a $153,000,000 bond issue, certain "reforms" by eliminating several of the Highway Fund "diversions," or an increase in the State's seven cent a gallon gasoline tax.

"The logical solution of this problem would be the adoption of a program of deficit financing," the report said. "Debt servicing costs would be met from the excess in revenues which are expected to accrue in the Highway Fund during the latter years of the program and beyond."

But, highway revenues "could be further supplemented during the entire life of the bond issue" by the adoption of some of the proposed "reforms."

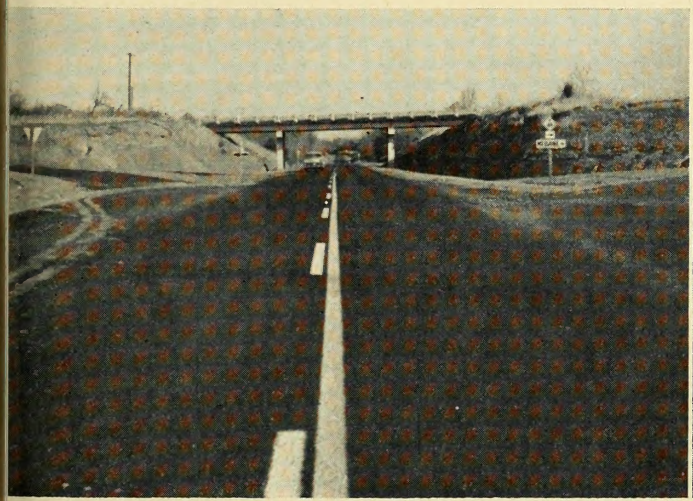
The deficit financing (bond issue) would mean borrowing $39,000,000 during the 1955-57 biennium, $53,000,000 during 1957-59, and $61,000,000 during 1959-61 to supplement regular highway funds.

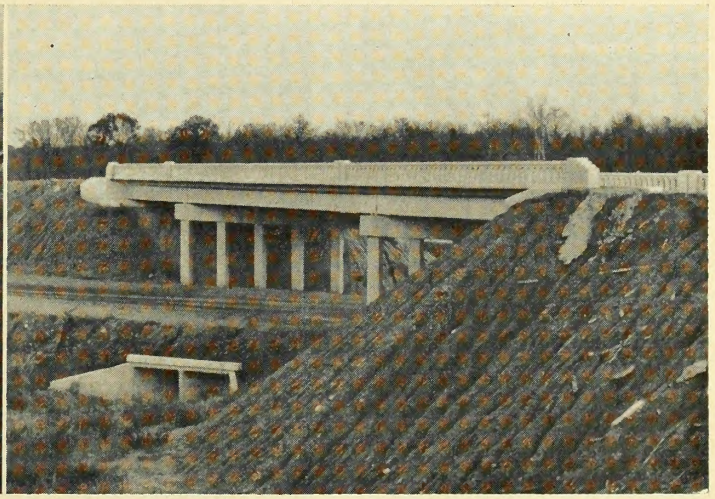
These amounts would be enough to cover the deficits created by the modernization program in the first three bienniums (six years), including interest costs on the borrowed funds at an assumed average rate of 2.25 per cent per year, according to the report.

The funds borrowed in the first six years of the program (1955-61) could be repaid in the years 1961-65 to the extent of $25,000,000 in 1961-63 and $87,000,000 in 1963-65.

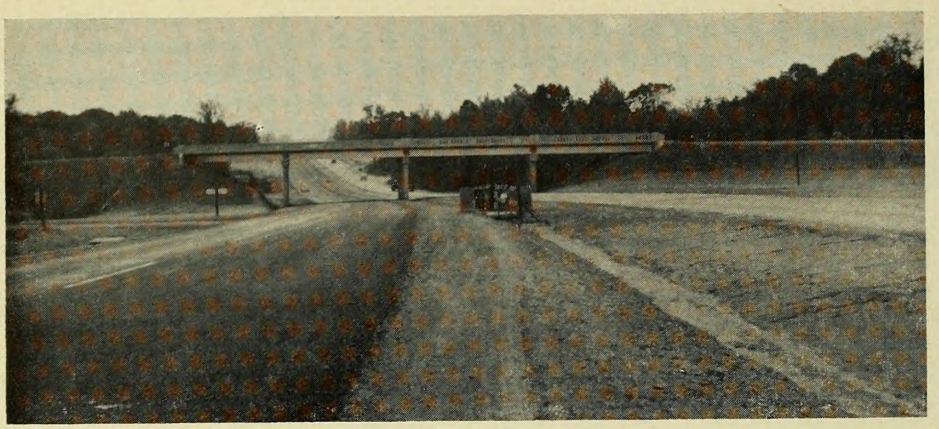
"On the basis of this redemption schedule," the firm said, "there would be an outstanding debt of approximately $41,000,000 which could be repaid from surpluses arising in the fiscal years following that date." Expected highway revenues, if present income levels continue,

(Continued on page 2.)





Scene on left was made along recently-opened stretch US 70 between Efland and NC 49. The new 16-mile relotion of this major highway is of the most modern design r the smooth flow of traffic and the safety of the motorist. Picture on right shows grade separation over US 421 south of Greensboro. Work is underway on the grading and paving of sections of US 29 and 70, west of Greensboro. When all the links are completed and opened to traffic, the big road will be one of the finest highway facilities in the State.



Above picture shows recently-completed road work in the Tenth Division. That's the new First Street overpass over US 29 at Kannapolis.

SURVEY

(Continued from page 1.)

would be sufficient to accomplish that in 1965-66.

Possible Changes

The suggested "reforms" would include:

1. Moving part of the cost of the Prisons Department operation from the Highway Fund to the General Fund.

2. Requiring counties to share in at least half the cost of rural county road expenses.

3. Eliminating gasoline tax refunds which now go to farmers and others who buy gas for non-highway purposes.

4. Adopting an increased diesel fuel rate.

5. Increasing registration fees of privately-owned trucks.

6. Setting up a fuel use tax control for truckers.

7. Adopting a highway use tax on out of state commercial vehicles.

8. Putting the one-fourth cent a gallon inspection tax which now goes to the General Fund into the Highway Fund.

9. Eliminating the Highway Funds which now go to the State Board of Paroles, the Probation Commission, and the Utilities Commission inspection program.

Major Needs

The report stressed that the "most urgent highway needs in North Carolina" are on major arterial routes which make up about one-third of the primary road system.

These arterial routes total no more than seven per cent of the total road and street mileage under the Highway Commission yet they carry well over 60 per cent of the total state traffic. Rural sections of the primary highway system alone carry 52 per cent of the traffic and two-thirds of this is concentrated on one-third of the mileage.

"It is this one-third of the primary system that yields a profit in use taxes over and above its amortized replacement and maintenance cost," the report added.

The primary system also includes 3,700 miles which average less than 1,000 vehicles per day and "can scarcely qualify as being of primary importance, especially 1,320 miles having less than 500 vehicles per day."

The report said 3,583 miles of existing highways need resurfacing and shoulder improvement at a cost of $55,775,200. Another 3,615 miles need pavement and shoulder widening and resurfacing as required at a cost of $175,331,900; another 2,667 miles need to be rebulit at a cost of $90,294,900. A total of 1,310 miles of new construction on the rural and municipal primary highway system is needed and will cost an estimated $188,871,500, according to the report.

The new construction would include 164 miles of four-lane divided highway, rural and municipal roads, about one-fourth of the total four-lane highways recommended. The remainder would be obtained by widening or by the addition of two new lanes to existing two-lane highways.

In the process of eliminating highway deficiencies, some sections of the 12,000-mile primary highway system should be removed from primary classification and "others must be improved to adequate standards, and new mileage, built to the most desirable standards, should be added," the report said.

County Roads

The county roads were judged w provided for and improved under secondary road bond program. But, report says "more attention was paid road improvement than to bridge provement. As a result, there now e many miles of good secondary roads w narrow and low-capacity structures wh are in only fair structural condition.

"A survey of the County System brid revealed that approximately 50 per c of all the existing structures will requ replacement during the next ten ye at a cost estimated to be $48,395,0 This means that 8,960 bridges will needed on the county system during ten-year period.

An estimated total of $1,464,300,000 w be required on *all* systems and for purposes including maintenance dur the coming decade. This is a budget t of accounting and is an *estimate* of t expenditures required during the fi years 1955-1965 to adequately impr extend and maintain the State's prim and county systems of roads.

The report estimates that $1,441,781, will become available during the sa period (1955-65) from currently availa revenue sources, leaving a deficit of o $22,500,000.

It is stressed in the report that " major portion of highway deficien require improvement during the first years of the contemplated program, d ing which years, revenues will fall short of needed expenditures. Because the large backlog of deficiencies, attempts to schedule a pay-as-you-go provement program to fit the annual r enues estimated to become available fr existing sources at prevailing tax ra would not be feasible. It would nece tate postponing many critical impr ments with resulting additional di and indirect economic losses to the St and it citizens.

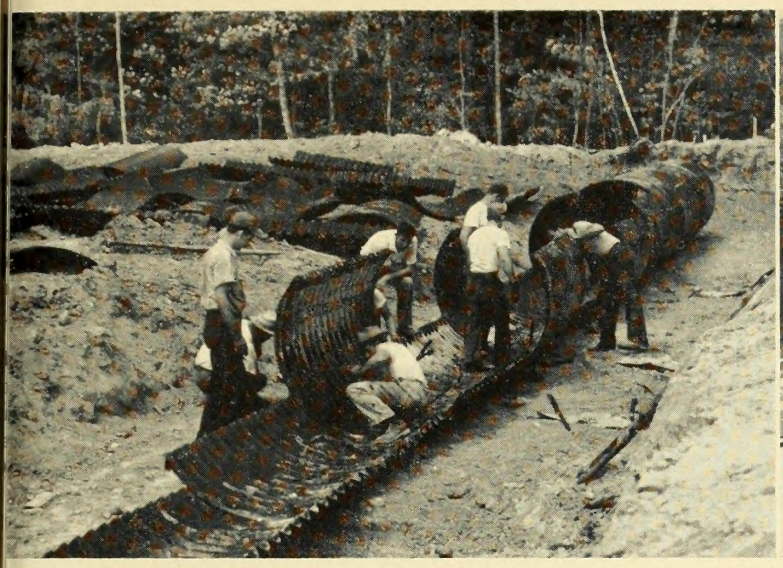
Doing Good Job

"The State Highway and Public Wo Commission is performing a conscienti and highly creditable job of improv and maintaining North Carolina's r network despite the fact that the ministration of over 68,000 miles of ro and streets is an undertaking of ma proportion," the survey said.

Constructive Criticisms

In the recommendations, the rep said "there appears to be a lack of pro liaison between Highway Commiss

(Continued on page 4.)





Above pictnres of monntain road building were made by ·sident Engineer J. E. Terrell of Marion of work on the 58-mile relocation of NC 26, sontheast of Dysortville. is is part of a statewide modernization program. First pictnre shows Kenneth E. Bowman, Highway In- ector II (fonrth from left) snpervising a pipe crew in e assembly of one of the 60-inch structnral plate corrugated metal pipes. Second shot shows Engineering Aide II Walter J. Edwards (nearest camera) staking out the bridge which will carry NC 26 over US 64, sontheast of Dysortville. That's Kenneth W. Rabb, Highway Engineer II, with the transit. The grading operations in the background consist of roadway excavation and backfilling a double 6 x 7-foot reinforced concrete box culvert.

lew Rating System Used n Paving County Roads

H. Maynard Hicks, Commissioner of e Second Highway Division, has in- tuted a new priority system for the lection of secondary roads to be sur- ced in his division. The selection of nich road to improve first is based on e actual service it renders its com- unity.

Each unpaved road in a county is aluated by certain standards and then aced in its order for improvement. A py of the priority schedule for im- ovement is kept in the division office d in the office of the district engineers. he County Commissioners of each unty receive a copy also so that they now which unpaved roads are sched- led for improvement, why, and their iority.

The system works like this. Each un- ved road in a county is numbered. s length and daily traffic count are corded. Then the road is rated on the llowing basis: ten points for each hool; seven points for each active ore, garage, filling station or combina- on; three points for each cotton gin, rn mill or small plant; three for each hool bus passing in one day; three ints for an RFD mail route; three ints for daily pick-up milk route; ree for each industrial bus passing in e day; one point for each two vehi- es; and one point for each four vehicles diverted. The one point given for each family dwelling is divided by the mileage.

Every unimproved county road in the Second Division is evaluated on the above basis. The road with the most points receives first priority and is scheduled first for improvement. The road evaluation system is far from perfect but to date it has worked well in informing not only the Highway Commission but also the County Commissioners as to which roads should be paved first. The new priority system has met with a favorable response from the newspapers and County Commissioners in Division Two.



The five-mile Oxford bypass was completed and opened to traffic this fall. The newly-completed road runs from US 15 sonth of Oxford across NC 96 to US 158 on the east side of Oxford. The fine highway has relieved the traffic congestion in Oxford. Many big through commercial vehicles have been using the new bypass.

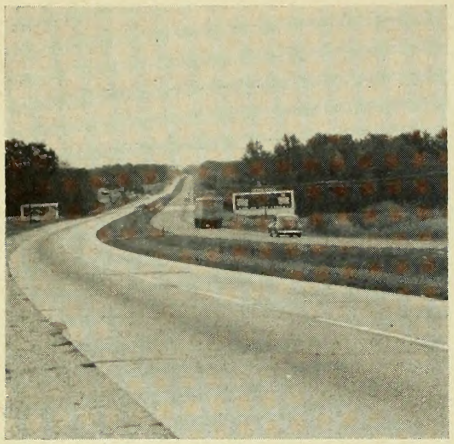
Engineers Honored

When the American Association of State Highway Officials held its annual meeting November 8-12 in Seattle, Washington, eleven of our highway engineers were awarded 25-year service pins and certificates of merit.

Those receiving the 25-year merit award from AASHO included M. E. Beatty, Division Engineer of the Tenth; C. E. Brown, division engineer of the Third; J. H. Councill, division engineer of the Eleventh; Earl A. Crump, State Highway Personnel Director; B. W. Davis, State Maintenance Engineer; Ivan Hardesty, State Equipment Engineer; Hunter Irving, Division Engineer of the Fifth; E. L. Kemper, division engineer of the Twelfth; E. P. Koonce, division engineer of the Fourth; Tom Park, Roadway Design Engineer; and H. K. Witherspoon, State Compensation Officer.

Any highway employee who has served a cumulative total of 25 years in one or more of the State Highway Departments, and who holds a responsible position equal to that of a Division Engineer, or higher, is considered eligible to receive this national award.

We are proud of the record of all our 25-year AASHO award men and join in offering them our congratulations.



Picture was made recently on new US 29 looking north towards Coddle Creek in Mecklenburg County.

SURVEY

(Concluded from page 2.)

engineers and the municipalities. Specialists in expressway location and design should be put to full-time work in this phase of highway development."

Also, "although the highway standards and geometrics now used are basically satisfactory, some phases of highway design in North Carolina tend to be somewhat mechanical and unimaginative. There appears to be a great deal of 'most-miles-for-the-dollar' philosophy about the approach."

And, "There is a general tendency to follow minimum bridge standards too closely. It would be advantageous if more liberalism was applied to structural design."

"Some of the end products of design and construction would indicate that insufficient coordination exists between departments. A procedural study should be made to find the reasons, and remedies should be instituted accordingly."

Another suggestion, "The County Road System should be numbered, and some system of bridge numbering should be adopted which would identify all structures according to routes."

The report said, "It appears that in some respects the Highway Divisions have too much autonomy. This affects the Primary System particularly. Instead of being planned and developed on a State-wide basis, improvements tend to be carried on piece-meal by individual Divisions. The results are reflected in obvious differences in design and the type and quality of construction, improvements and maintenance from one Division to another. Greater responsibility for Primary System development, particularly, should be centered in Raleigh.

And, "Greater emphasis should be placed on the relationship between traffic and the character of construction and improvement. More consideration should be given to the potential earning power of individual road sections, particularly on the County System, before costly improvements are made.

Advance Planning

"In the past, many roughly parallel routes have been constructed, many of which were not built to necessary standards. This has often resulted in the diversion of traffic from the more direct routes to avoid congestion. This is a highly uneconomical practice which could be eliminated by proper advance planning."

Also, "Until now, little real advanced planning and scheduling has been done, particularly in the matter of urban construction." The program described should be properly refined, followed according to schedule but with constant readjustment to meet changing conditions and demands.

The survey says, "To preserve the capital investment and the full utilization of a modern arterial highway or expressway it is necessary to place controls on access." The rapid and safe movement of large volumes of traffic through both rural and urban areas requires a facility into which originating traffic cannot enter except at properly designed and designated points. "The right-of-way must be rigidly protected against roadside developments which ultimately destroy high standards of safety and freedom of movement."

The report suggests that "properly designed, a third lane on steep grades allows slow-moving ascending trucks to move out of the way of faster travelling traffic," and "that this type of truck passing lane in mountainous terrain could provide important economies."

Regarding maintenance, "It is felt that superior and more economic maintenance operations would result if stronger central control was established. This is particularly true of highway maintenance which is now practically the complete responsibility of the individual Divisions. Bridge maintenance is already centralized and is satisfactorily conducted in all major respects."

Cost Accounting

Another suggestion, "A system of cost accounting should be established for all functions including improvements and maintenance. . . .it now is extremely difficult. . . .to determine certain elemer of costs with any degree of accuracy."

And, "Improvements and maintenan budgets should be prepared on the ba of actual need rather than on the bas of a rigid formula which in many r spects bears little relationship to requi ments."

Also, "The full cost of operating pr ons should not be imposed on the Hig way Fund. This cost is primarily a Ge eral Fund responsibility."

"To properly conduct the proposed i provement program a system of suffi ency ratings for each section of Prima System highway should be establish so that the proper refinements of ne and priority can easily and quickly determined."

It was recommended, "No roads streets in residential subdivisions outsi the corporate limits of towns and citi should be accepted by the Highway Co mission unless constructed to specifi standards."

"Primary system highway data shou be expanded to include a record of t deficiencies for each section of roa and the entire highway record syste should be extended to include full da on the County System. Bridge data, though now up-to date and reasonab conclusive for the Primary Syste should be extended to include full d tails on bridges in the County System It was suggested that more detailed tra fic information be gathered on vario types and weights of trucks using t State's roads, especially the prima system.

Cooperation

"Closer cooperation between the Hig way Commission, the Gasoline Tax Di ion of the Revenue Department, the M tor Vehicle Department and the T Research Department," was suggested.

Instead of "the present method charging motor vehicle registration fe upon 'declared' gross weights,' " the fe should be based on the manufacture statement of gross weight for each v hicle.

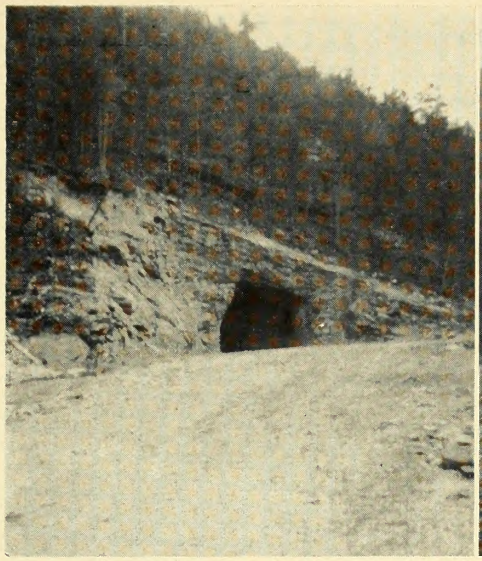
And, "definite prerequisites should established for the transfer of Coun System roads to the Primary Syste The absence of any specific requiremen has resulted in an overextensive Prima System, many miles of which carry e ceptionally low traffic volumes. Wh Primary System requirements are esta lished, all mileage on the System shou be reviewed, and those portions havi below minimum average daily traf volumes should be transferred back the County System unless they have i portance by being integrating links."

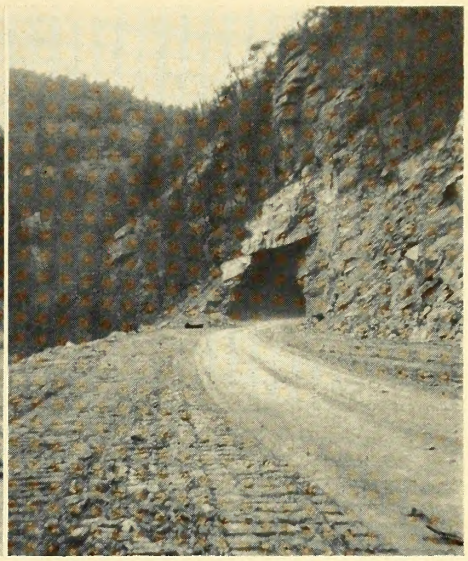
Appreciates Help

In a letter to Highway Chairman Graham, the Brunswick County Board of Commissioners thanked the Highway Commission for its "splendid cooperation" in helping repair damage of Hurricane Hazel.

They were grateful for the "help afforded us through the offices of C. Heide Trask, Commissioner of the Third. He has always been more than helpful during his tenure of office, and when the emergency arose, he together with his staff headed by C. E. Brown, division engineer, and R. V. Biberstein, assistant division engineer, and E. N. Pearsall, county supervisor, have rendered us an invaluable service and have given unselfishly of their time and efforts in helping us to recover from the devastation wrought by this hurricane.

"We do indeed feel that we are very fortunate to have such men as these with the highway commission in this area, and only hope that our eventual recovery will in some small way compensate them for their splendid co-operation, guidance and help."





Resident engineer F. L. Hutchison of Waynesville made these pictures of the west (left) portal and the east portal of the tunnel on the Pigeon River road. The tunnel which is about 1,035 feet long was cut through solid rock about four miles upriver between Cold Springs and the state line. Grading on the first 6.59-mile link of the new road through the Great Smoky Mountains which was begun in March, 1953, is nearing completion. A. B. Burton, Inc., of Lynchburg, Va., is the roadway contractor. The inspector in charge of the project is Wayne N. Dockery.

Bridge Dedicated

The strains of "Cross Over the Bridge" set the mood when two caravans, composed of about 30 cars each, drove slowly over the new Hardy's Bridge on the Bucklesberry Road, November 24.

H. Isler Davis, of Moss Hill, was master of ceremonies at the brief dedication rites held in the Moss Hill School auditorium. Brief remarks were made by Jasper Lewis, president of the LaGrange Rotary Club; Jack Davis, president of the Moss Hill Ruritan Club; Leonard P. Hardy who gave the historical background of Hardy's Bridge; Earl Kinsey, John S. Davis, Henry H. Bullock, and J. R. Davenport.

Highway Commissioners H. Maynard Hicks of the Second and M. E. Robinson of the Fourth also spoke.

Robert Burch, Traffic Engineer, told the group that the new bridge was .81 mile in length and cost $177,851 to build plus $5,000 for resurfacing the road.

The KINSTON FREE PRESS commented, "The new Hardy's Bridge across Neuse River on the River Road serving the Moss Hill and LaGrange communities . . . has a long and interesting history.

"The first such bridge was erected in the 1880's and it gave way to a frame structure in 1914 which was designed for the horse and buggy traffic it had to bear. The present structure, along with the modern pavement which leads to it, is the latest word in rural bridges and promises an extended period of service to the people who reside in the western edge of the county, as well as those throughout the section who may have occasion to use it.

"The Free Press congratulates the fine family for which the Bridge is named, the State Highway Commission, county and district leaders who have helped to make the modern structure a reality."

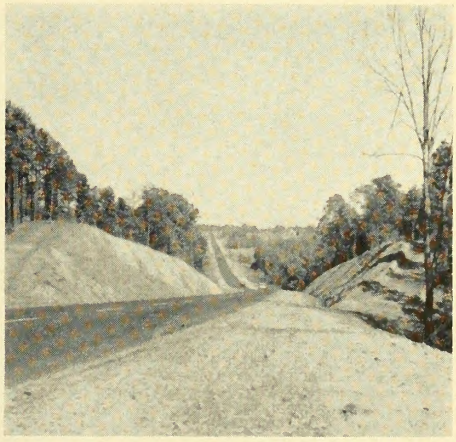
Liked Quick Repair

Commenting on the work done by the Bridge Maintenance Department on repairing the hurricane-damaged bridge between Beaufort and Morehead City, the CARTERET COUNTY NEWS said, "The State Highway Department has done a fine job on the Beaufort bridge.

"That comment will probably bring cries of 'You're crazy' from many of our readers, but frankly, we're newspaper people and not bridge engineers as so many Toms, Dicks and Harry's profess to be. And in our estimation the State Highway Department has done its best to keep traffic flowing across the span.

"People complained that the highway department didn't get the North River Bridge back fast enough and a lot are now complaining that all sort of things could and should be done regarding the Beaufort bridge.

"If any bridge engineer, fully qualified to criticize, would like to present his views to us on how bridge repairs should have been handled, we'll gladly listen. Until then, thanks to the highway department for doing what we believe to be an excellent job under extremely difficult circumstances."



Above shot shows new NC 49, east of intersection with US 29 in Mecklenburg County. Picture was made looking east.

N.C.S.H.E.A. Association News

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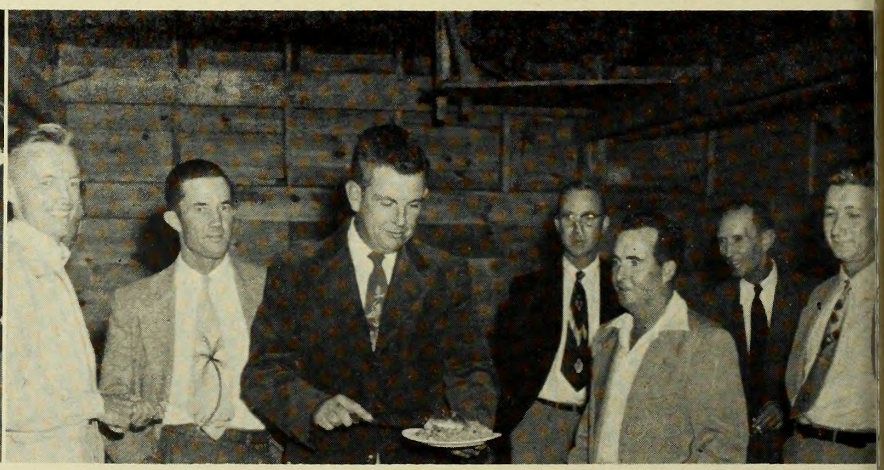
COMMITTEES APPOINTED BY PRESIDENT MCDONALD: ADVISORY—Past Presidents Biggerstaff, Adkins, Councill; PARLIAMENTARIAN—A. M. Buchanan; PUBLICITY—Miss Margaret Burk; NEWS—Miss Florine Boone, J. C. Smith; CREDENTIALS-REGISTRATION—J. L. Phillips, Chmn, R. G. Setzer, Mrs. Ruby Kilby, Mrs. Vernice Benton, Miss Annie Askew, Mrs. Marion Davis, Miss Pauline Pugh, Mrs. Sibyl Smith, Miss Florine Boone; INSURANCE—C. B. Taylor, R. W. Dawson, C. W. Lee, J. F. Abernathy, W. J. Murray, F. Dale Graham, D. H. Hancock, Ed F. Hunter; GENERAL WELFARE—J. G. Gibbs, Chmn., A. T. Hight, W. M. Ingram, Ed Lewis, Ross Richardson; LEGISLATIVE—M. T. Adkins, Chmn., W. M. Smith, Paul Mallison, J. A. Saunders, R. A. Ashworth, H. B. Nichols, M. S. Hodges, Withers Davis, Paul Welch, John Hall, R. B. Fitzgerald, T. F. Royall, Frank McCracken, Fred Biggerstaff, B. S. Connelly, Paul DuPre, M. H. Flack, E. B. Tomlinson, Earl Crump; RETIREMENT—K. R. Scott and H. M. Burgin, Co-Chmn., F. M. Edgerton, H. H. Wesley, B. Whiteside; PERSONNEL—Ivan Hardesty, Chmn., R. L. Turner, Charlie Bass, Roy Beard, Eddie Baskerville. These appointments made after much study and careful consideration, with recommendations from the Units. The members have a hard year ahead of them,with the General Assembly to be in session, but it is firmly believed that cool heads will prevail and that everything done will be for the general welfare of all members and the State of North Carolina.

MEMBERSHIP REPORT—as of this writing, there is a total of 8,015 members officially reported and entered on the books. I have unofficial reports of members not yet reported that I believe will bring our total to over 8,200. Based on an approximate permanent payroll at present of 8,925, this is a mighty good percentage, and we are proud of it. At the Convention, comparisons were made of memberships and permanent payroll employees, and it was reported that Unit #3 had a deficit of 83 members—this was an error, and a correction now shows them to be *plus 36;* Unit #6 is *plus 39;* Unit #13 is *plus 33* and Unit #14 is *plus 108.* These are splendid records, and these Units are to be congratulated on their hard work in obtaining memberships. All other Units are doing a fine job, too, and we have optimistic hopes of eventually having a 100% organization. It is inconceivable to me to even think that some employee in a territory refuses to join the Association, when his fellow-employees are members in good standing. I would not have the "brass' to be like that, myself.

LET'S RECAP A LITTLE—LET'S COUNT OUR BLESSINGS — LET'S SEE WHAT THE ASSOCIATION HAS DONE FOR ALL OF US AS HIGHWAY EMPLOYEES: organized and chartered in 1947 for the purpose of unification, to have some organized body to speak for the employees with a voice that could be and would be heard, and not unionized —prior to then, each employee spoke as an individual only, with many versions of the same story being told—approval of the Chairman was granted (M Graham at that time) for voluntary me berships—many felt some trepidation the beginning of such an organizatio feeling that it might be too powerful get in the wrong hands—such feelin have long since been dispersed by t proving of the good of the organization originally had only 3,000 members, a has since grown to over 9,500 at the pea proof enough that it must be a wort while organization—have gained prestig reputation—our voice is heard now, a we are called before Legislative Commi tees for information as to the needs the employees, to give our views on State-wide basis—we have never deman ed anything, but have always fought o battle through proper negotiations wit officials and various Legislatures, wi a winning batting average to date—th Association was entirely responsible f the first straight-across-the-board a to-the-dollar salary increase in 1947, pattern that has been followed since- responsible for a shorter work wee which you are so thoroughly enjoyi today—responsible for establishment a Personnel Department, separating pe sonnel handling from the Budget Bureau whether you agree with all functio of the Personnel Department or not, has proven to be a great step forwar and you are today enjoying certain a nual increments, increased leave, et that you would not be enjoying witho the Personnel Act which this organiz tion originally drafted and paid for, an for which we stumped the State in ever

(Continued on page 17.)

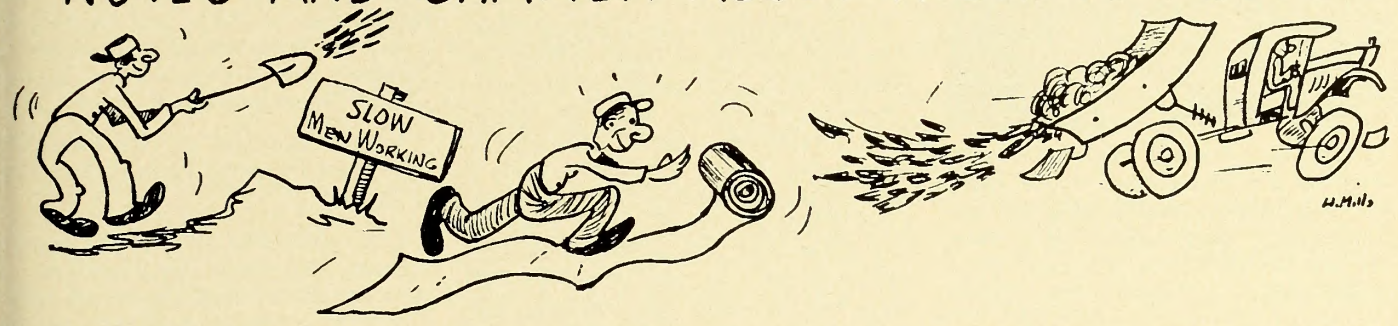




Bladen County maintenance employees and their wives shared a barbecue supper, October 5. Right picture shows, from left, H. J. Alford, Kenneth Hester, Durwood Clark G. E. King, Elwood Edwards, J. L. Nance and H. D. Baker

TAR WHEELS

NOTES AND CHATTER ABOUT HIGHWAY PEOPLE



HEADQUARTERS

HIGHWAY Chairman *Graham* and Governor Hodges made a quick flying trip to Washington in December for an important conference with Conrad Wirth, Director of the National Park Service... They discussed the possibility of getting a better road between Cherokee and Newfound Gap and of lining up an additional ferry for Oregon Inlet.

SEVERAL days later, Sam Weems, Superintendent of the Blue Ridge Parkway, came to Raleigh to confer with the Location Department regarding the transfer of additional sections of right-of-way to the Government for parkway use.

THE HOLIDAY season got off to an early start when B. F. Russell and John Dixon of the E. F. Craven Company gave an apple and orange to every employee in the Highway Building.

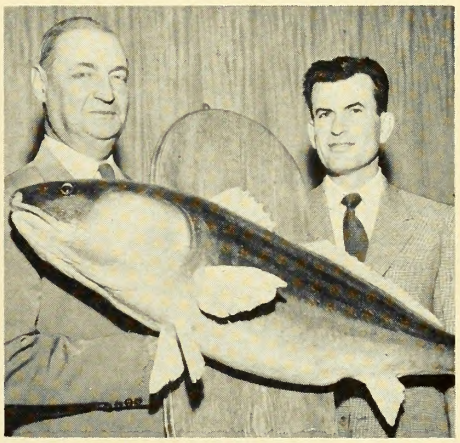
GET WELL wishes go to *Willie Hobbs* of location drafting who is back on the job and recuperating from a serious back operation.... To Construction Engineer *W. E. Hawkins* who was out several days with flu but is now back at work...To *W. E. George* of Burgaw, Division Three Landscape Supervisor, who was hospitalized but is now recovering at home... To *George Y. Stradley*, Bridge Estimating Engineer, who underwent an emergency appendectomy, December 2...To *Bruce Conner* who is back on the job in the Bridge Department after a short hospitalization...And to *Marie Hall* who was injured in an automobile wreck.

CONGRATULATIONS to the new parents!...Laboratory technician and Mrs. *Moye* of the research lab announce the birth of a son, Jesse R. Moye, IV, October 9...Materials Inspectors *Prince Pendergrass* and *Russell Richardson* both have new sons who were born in December; this is the second boy for *Pendergrass* and the third boy for *Richardson*...*Mr.* and *Mrs. Landis M. Temple* welcomed their third child and third son, November 3; he was named Allen Richard Temple... *Mr. and Mrs. John Holmes* of Right of Way are delighted with their fine baby girl, Jane Elizabeth, who was born November 17...*Robert Dodge* of Traffic Engineering Department is proud of his new son who was born in November.

WINTER WEDDINGS...*Letitia Sanders*, secretary in Construction, was married December 22, in the Tabernacle Baptist Church to James Caprell...*John Smith* of Statistics was married to Rose Mary Schneider December 18; she's from Karlsruhe, Germany, and they will live in Raleigh.

SYMPATHY is extended to the family of *M. D. Savage* who died recently of a heart attack; he had been with the Commission for 30 years and was bridge foreman at Goldsboro at time of his death... To *Scott Singleton* of Roadway drafting room in the death of his father in December...To the family of *Arthur L. Howard*, engineer in the materials lab, who died November 16...To the family of *Luke Knox Hartness*, soil technician, who died in September following a brain hemorrhage; he had been with the Commission for 28 years...And to *E. P. Koonce* in the death of his brother, Ray Koonce, December 16, Ray had been with the Commission several years ago...And to the family of *Mrs. Hilda Russell* who died December 27, after a lingering illness; she had been a secretary in the Raleigh Right of Way office.

WELCOME to the new employees... *Jack Y. Patton* is a new employee in Roadway; *David Squires* is working part-time...*Eloise Waldrop* came with the lab as a typist-clerk, November 15...*Delmar L. Cox, Jr.*, started December 15, as a laboratory technician in the research lab...*Melvin M. Proctor* of Shelby is a new employee in the structure survey division of the Bridge Department.



On behalf of the Dare County Commissioners, County Commissioner Lawrence Swain recently presented our Highway Chairman with the big 50-pound mounted fish which Mr. Graham caught last spring off Oregon Inlet.

FROM the Prison Department... *Chandler H. Melver* is the new prison food supervisor who was employed to replace *S. H. Goldfein*...Two other new employees are *Corrina F. Painter* and *Betsy Penny*...*Mrs. Anne Jones* is resigning to join her husband in Greensboro; Anne had been with the Prison Department for about eight years...Raleigh administrative personnel were joined by the division prison supervisors for their annual Christmas dinner at the Raleigh Country Club...Recreational Director *Cocky Bennett* was master of cermonies and directed the square dancing...Six



Tiny Mary Emory Rogers is fascinated by her grandfather, Chief Engineer Bill Rogers. She's named for her grandmother, Mary Rogers, on the left, and her mother, Betsy Emory Rogers, on the right.

colored women from Woman's Prison sang spirituals; the band from Central Prison furnished music for dancing...

FROM THE BRIDGE...*Jack Childress* entered the Army as a Second Lieutenant, October 30...*William M. Andrews* transferred back to the division office in Shelby...*Tommy Wood* has transferred to Division One to help on the construction of the Croatan Sound Bridge which he helped survey last year...State Bridge Engineer and Mrs. *T. B. Gunter, Jr.* represented the Highway Commission along with Chief Engineer *Rogers* at the annual meeting of the American Association of State Highway Officials in Seattle, Washington, last fall...*The Gunters* visited in Sacramento and Los Angeles after the meeting;they made the entire trip by air...*John C. Enright* took some vacation to visit his mother over Thanksgiving in Oklahoma.

BRIDGE MAINTENANCE NEWS... Wake County Bridge Foreman *John W. Pagan* recently broke his leg; he'll be at home for several months...Bridge Foreman *E. B. Tomlinson* of Lumberton took *Charlie Biggs* and *T. B. Gunter, Jr.*, on a recent bird hunting expedition...*Ralph Carroll* had his daughter, Betsy, and granddaughter, Cherry, from Florida for a visit at Christmas...*The Buck Taylors* had their son, Henry, and family from Greensboro for a visit over the holidays.

CHRISTMAS VACATIONS...*Jane Campbell* of Location drafting room and husband went to Asheville...Personnel Director *Earl Crump* and wife, Sarah, spent several days visiting her sister in Washington, D. C...*Dot Medlin* made a quick trip to Washington, D. C., to do some shopping...*Freddie Huie*, secretary in Construction, flew to Tuscaloosa, Alabama, to visit her daughter and two grandchildren over the holidays...*The H. K. Witherspoons* were visited by their daughter, Becky Bunn, and family over Christmas; *"Skin"* and his wife then drove to Florida for a visit with their son and his family...*Mary Ruffin* spent some time with her mother at Bath... The two secretaries in Landscape,*Irma Callahan* and *Kay Harris*, went home for the holidays; *Irma* to Wilson; *Kay* to Roanoke Rapids...*Jack Munns* of Purchasing and his wife, Margaret, drove down to Miami for the Orange Bowl game...*Reapa McDaniel* went to her home in Roanoke Rapids...*Avis Knight* had her son, Donald, and his family here from Virginia...*Becky Griffin* of Equipment went to her mother's home in Greer, S. C...*Sam Smith* visited his daughter in Florida...Edwin Webb and family joined *Freda Webb* here for Christmas... *Bill Smith* of Accounting spent the holidays in Roanoke Rapids...*Walter Wiley's* father was here for a two-month visit from Portugal.

OTHER VACATIONS...*Elizabeth Hughes* took a December week off to get ready for Christmas...*Myrtle Wall* and husband spent a winter week visiting her sister in Aulander...*The R. R. Trevathans* met their two sons in Washington D. C., for Thanksgiving...*Cecil Stearne* journeyed to New York to bring his daughter and her three children to Raleigh for a Thanksgiving visit...*Mary Turner* took vacation time the last two weeks in December...*A. E. Bevacqua* of Statistics used his accumulated vacation to be off the month of December.

A. Z. WILLIAMS, JR., has transferred from the Wilmington Right of Way office to Raleigh.

THE DIVISION Equipment Superintendents plus *Lloyd Young* and *Bob Setzer* surprised *Frances Stephenson* with a lovely heart-shaped pearl pin for her helpfulness and cooperation in equipment work during the past year; *Ivan Hardesty* made the presentation.

THE LABORATORY was sorry to lose *C. L. Dodl* recently...He resigned as a materials inspector to return to his native state, Virginia.

FRIENDS of *F. B. Hall* will be interested to know that he and his wife are living in her old home which they recently restored in Roseboro.

DIVISION TWO

JASPER L. PHILLIPS
Division Correspondent

FRIENDS of *C. D. DeBruhl*, section foreman from New Bern, who lost a leg when run over by a tractor last summer, will be glad to know that he is back on the job, his old smiling self... Our hats are off to one with so much courage!









The Pitt Chapter of the NCSHEA held their quarterly meeting, December 10, in the Highway Garage in Greenville. Pictured above, from left, Mrs. Lonise Rush, Mrs. B. M. Reagan, Bratha Abee, little Carl Abee, Ada Elizabeth Askew, and Madeline and Horace Vincent (chairman of the Pitt group). Next, from left, G. A. Taylor (county vice-chairman), Mrs. Taylor, Carl Abee, and L. L. Bishop. The third picture, from left, Mr. and Mrs. Carlton Dale, and Mr. and Mrs. J. D. Parker (county secretary-treasurer). Fourth picture, from left, standing, Troop A Commander, Capt. S. H. Mitchell of the Highway Patrol, and Cpl. Carl Whitfield who gave a short talk on highway safety. Their wives seated, are Mrs. Mitchell, left and Mrs. Whitfield.

G. C. Phillips, assisted by E. L. Tripp, made the attractive table tree decorations. Annie Askew, Thelma Exum, Hazel Baker, Eleanor Taylor, and Bratha Abee also helped in the decorations. Parker along with Supt. Paul Crawford was responsible for the good pig barbecue. He was helped by Jasper Boyd, Steve Johnson, C. D. Bass, Billy Cannon, Wallace Boyd, Frank Taylor and Johnnie Pollock.

The December social was another good meeting in a long line of successful, peppy get-togethers.





The Wilson County Chapter of the NCSHEA had a fine arbecue dinner meeting, November 19, in the highway arage. First pictnre shows part of group on hand for the ntertainment. Second shot shows Unit Four Secretary Don Voodard, Wilson County vice-chairman J. H. Rosser, and Vilson County chairman J. G. Matthews. Mable Askea, ecretary-treasnrer of the Wilson gronp, was not present for pictnre. Last pictnre was made of the folks who pnt on a comedy version of OTHELLO. From left, Don Woodard, fireman; Nancy Boykin, Emilia, the Lady in Waiting; Andrey Perry, Desdemon, the heroine; Berry Boykin, Iago, the villain; Paul Fnlghnm, Othello, the hero; George Brinkley, the master of ceremonies; and Cornell Peele, fireman. Not pictnred is Jim Stallings, the undertaker.

W. L. HINSON, oldest inspector in the ivision, retired December 1, after a ong and useful highway career . . . He ves in Kinston and should have enough eisure to enjoy those avocations he asn't had time for before.

THE CARL ABEES are delighted with heir new home on Madison Circle.

THE FOLLOWING men took vacations ecently: *V. R. Barnette, S. V. Catlett, . B. Cox, E. D. Credle, L. L. Linton, J. '. Poole, R. M. Spear,* and *E. M. Woolard.*

PRESTON L. FIELDS, Jr., whose ather is with the Equipment Depart- nent, has been called in Army service.

THE J. L. McDONALDS took their oys to Raleigh for Thanksgiving with elatives.

THREE MEN recently celebrated birth- ays: *C. R. Gold, G. C. Phillips,* and *I. E. 'towe.*

GET WELL Wishes go to *P. H. Broad- way* and to *W. P. Jenkins, . . R. M. Spear's wife, Margaret,* was a patient in Gaston Memorial and Watts Hospital . . . *Benja- nin F. Stokes,* son of *W. H. Stokes,* is ecovering from a recent illness . . . *Mrs. W. Percival* is recuperating at home after an operation in St. Lukes Hospital in New Bern; her husband is an inspector with Construction . . . Highway Engineer and Mrs. *W. L. Melville's* son, Billy, is recovering at home in New Bern from a tonsil operation in December.

GANG FOREMAN *B. C. West* of the New Bern district has been ill since September . . .He's wished a speedy recovery.

THE J. B. JENNETTE'S daughter, Jo Ellen, has been ill in the hospital in Goldsboro . . . We hope she'll soon be well; her father is a resident engineer in the New Bern district.

SECTION foreman *W. A. (Bill) Fulcher* of Vanceboro has recovered and is back at work as usual.

NEW FACES . . . The *F. K. Gills* of Raleigh announce the birth of a son, Francis Kilpatrick Gill, Jr., November 1 . . . Pat is the grandson of *Mrs. Sibyl Smith,* district clerk in New Bern . . . His mother is the former Margaret Hope Smith . . . *Mr. and Mrs. R. Clyde Monette* are spreading the good word of the birth of a daughter, Venable Clyde, November 15. . .The father is a motor grader operator in New Bern; the mother is the former Dorothy Marie Phillips of La Grange.

THE NEW BERN friends of *J. B. Cutchin* wish him success in his new location as resident engineer at Durham. . .He replaces R. P. Dowtin who is new District engineer in Henderson.

SYMPATHY goes to the family of A. G. *Mobley* who died November 17, after a long illness . . . And to Resident Engineer *R. A. Pollock* in the death of his father, George Pollock, of Kinston, November 7.



Sim Bullis of the Eleventh Division Sign Department pauses with his Ward muzzle loader which was made in Jamestown. It brought him his quota of squirrels.

DIVISION THREE

IRENE L. WORLEY
Division Correspondent

WELCOME to the new permanent employees in the division: *R. H. Parker,* engineering aide I; *C. S. Horrell,* road oil truck driver; *C. J. Guy,* truck driver; and *H. L. Wallace,* road oil truck driver.

RESIDENT engineer *W. M. Ingram* of Kenansville is still feeling the effects of Hurricane Hazel . . . While trimming a damaged tree in his yard, he was struck by a tree limb.

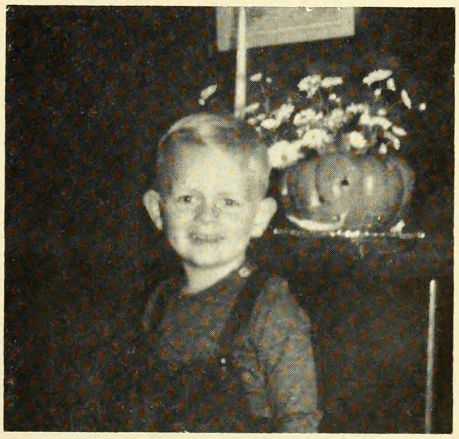
THE C. E. McCULLENS of Clinton spent the Thanksgiving holidays visiting friends in New York City . . . Although they had an enjoyable trip, they agree "there's no place like home" after the turmoil of the city

JOHN F. MURRAY is missed in Construction . . . He was recently called in military service.

IT'S GOOD to see I. D. Pridgen, section foreman helper, back on the job; he was reinstated November 15 . . . *W. W.* Honeycutt of Clinton has returned after a series of operations and an extended illness.

ENGINEERING Aide *C. A. Beatty's* mother is recovering from a major operation in the Sampson Memorial Hospital.

LANDSCAPE Supervisor *Willie George* was in the hospital in Burgaw for some time . . . We hope he's much better now.



Leonard (Len) Pugh, is the son of Mr. and Mrs. Walter Pugh of Winston-Salem. His father is division Road Oil Supervisor of the Ninth Division.





A barbecue and brunswick stew supper was held November 19, for the Person County employees. It was Ladies Night and a square dance followed the supper. Left picture shows group square dancing. Right picture shows the cooks and serving committee. From left, R. J. Woody, Edgar Bowes, Edward Bowes, R. H. Oliver, C. V. Ollis, R. G. Holleman, and R. W. Hamlin. Special guests included Merle T. Adkins, Monk Webb, Roy Beard, Kirk Duncan, G. E. Crutcher, M. S. Hodges, and several employees from Durham and Oxford. B. F. Vaughan headed the entertainment committee. Hamlin, Holleman, and Humphries prepared and cooked the barbecue and brunswick stew.

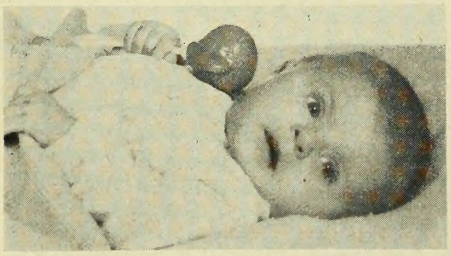
CONGRATULATIONS to Mr. and Mrs. *C. S. Mayer* upon the birth of a daughter, Mary Elizabeth, November 27... The father is a highway engineer I in Construction.

STENO-CLERK *Minnie May Smith* of Clinton spent Thanksgiving in Richmond with her daughters and son-in-law.

DIVISION FOUR

WADE H. PRIDGEN
Division Correspondent

THE WILSON County chapter of the NCSHEA gave a *free* barbecue dinner for the members and their wives, November 19, in the division highway garage... George Brinkley, division equipment superintendent, did a bang-up job as master of ceremonies... Out of town guests included *Sam Smith, Ivan Hardesty, H. K. Witherspoon, Annie Askew, J. L. McDonald,* and *Florine Boone... Wade Pridgen* and *Vernice Benton* arranged and directed a take-off on Shakespeare's "Othello."... It was an enthusiastic gathering and the chapter hopes to schedule more get-togethers.



Linda Dianne Whitehurst, daughter of Mr. and Mrs. Oscar R. Whitehurst of New Bern, was two months old when above picture was made. Her father is a Construction employee. Her mother is the former Helen Franks of Vanceboro.

CONGRATULATIONS to Mr. and Mrs. *Raymond Hedspeth* on the recent birth of a daughter... The father is a road oil employee... The *J. H. Burnettes* are pleased over the arrival of a new baby girl; Burnette is employed with Road Oil... Mr. and Mrs. *Noah Murray* announce the birth of a son, October 31; *Murray* is a section foreman helper with Nash County maintenance.

GET WELL wishes to *C. S. Powers,* section foreman helper of Littleton, who spent several weeks in the hospital after an automobile accident... To *Lynwood Lovegrove,* section foreman of Tarboro... To Mrs. Edna Earl Clay, wife of *G. H. Clay,* section foreman, of Enfield...To *Rufus A. Jenkins,* section foreman helper, of Pinetops...To Mrs. Anne W. Thigpen, wife of *William Thigpen,* machine operator, of Pinetops...To *Lonnie W. Sharpe,* section foreman helper, of Macclesfield... To Nora Lea Whitaker, daughter of *Willie Whitaker,* section foreman helper, of Enfield... To *Buddy Adams,* who is a patient at McGuire Veterans Hospital in Richmond... To Edward Willis, young son of Mr. and Mrs. *Ralph Willis,* who recently had a kidney operation at Park View Hospital in Rocky Mount... To *Mrs. Mabel Askea* who was out with influenza... To *J. L. "Rat" Williams* who had an appendectomy recently... And to *George Brinkley* and *W. J. Ezzel* who were out sick.

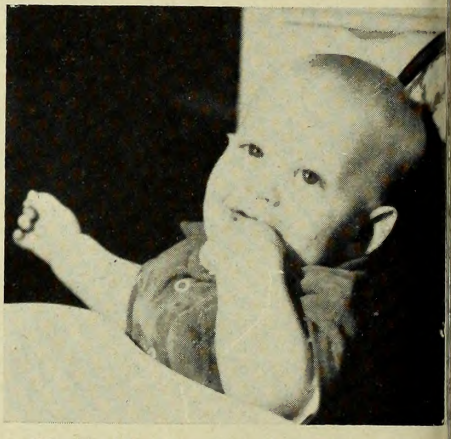
SYMPATHY goes to *G. L. Creech* in the death of his father and to *Bobbie Creech* in the loss of his grandfather; both men are road oil employees... To *Elton Corbett* in the death of his father; *Corbett* is with Road Oil...To *Paul Fulghum,* Wilson County maintenance supervisor, and *Elton A. Fulghum,* Wilson County section foreman, in the death of their mother Mrs. Addie N. Fulghum, November 22.

TWO MEN resigned recently: section foreman helper *M. T. Braddy* of Scotland Neck; and *G. L. Thompson,* truck driver, of Roanoke Rapids.

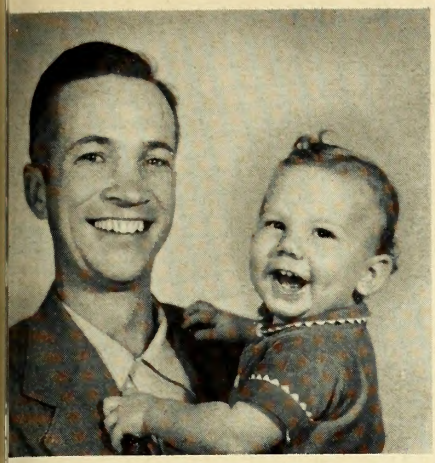
R. M. NANCE of Littleton has transferred to the Prison Department... He was a machine operator.

WELCOME to *E. A. Fortier* of Littleton, a former employee back in '46-'47 who is back as an engineering aide on Construction... After four years as a temporary laborer, *John Peterson* of Enfield, has been permanently employed as a section foreman helper in maintenance.

FRANK CONNER, mechanic foreman, is back on the job after a week's illness.



W. F. Waters, Jr., the grandson of Shop Foreman and Mrs. L. F. Waters of Greenville, was born in Germany while his father, an Army Air Force First Lieutenant, was stationed there. His dad, a former highway equipment employee, is now stationed in Biloxi, Mississippi.



District Engineer F. Marion Edgerton Nashville is mighty proud of his son, harles R. Edgerton, and grandson, ephen Marion Edgerton, pictured ove. Charles Edgerton is a bridge cating engineer. Picture was made the first birthday of the littlest lgerton.

THE FRED C. GORES and children, iana and Billy, of Wilmington, Dela- are, recently visited *Mr. Gore's* parents, istrict Engineer and Mrs. *C. F. Gore* of eldon.

WHICH stock room clerk at the Wel- n shop went about his duties singing ot whistling!) "All I Want for Christ- as is My Two Front Teeth."?

DIVISION FIVE

J. W. JENKINS
Division Correspondent

THE NEW District Three office was ened in Henderson last fall...*R. P. owtin* of Durham is the new district en- neer: *Mary D. Reavis* came with the ommission, October 25, as the district erk... The new district is composed Franklin, Vance and Warren counties . The office is presently located in oom 58 and 60 in the Vance Hotel.

SUPERVISOR *R. W. Moore* has recent- taken charge of all Franklin County nce the addition of another district in ie Fifth Division... Formerly he had nly northern Franklin County... *J. B. lford* has been assigned as supervisory reman to work with Moore.

MOTOR GRADER operator *C. D. Tant* nd Payloader *A. L. Privette* have been uilding new homes... They hoped to ove in by Christmas.

H. W. WOLF, roller operator in Dur- am County, took some vacation to hunt Durham and Person counties.

MAINTENANCE Supervisor *Kyle Jones* and Gang Foreman *C. T. O'Brien* went turkey hunting the first week in December.

FROM GRANVILLE COUNTY... Sympathy goes to *R. L. Royster* in the death of his mother and to *W. L. Reams* in the death of his foster mother... The *Roy Beards, G. E. Crutchers, Vincent Mortons,* and the *G. L. Ellingtons* were guests at Person County's Ladies Night recently ... *Robert L. Mathew* has recently transferred from Guilford prison camp to Sgt. of the Guard at the Oxford camp.... Superintendent *Bernice F. Turner* reported good bird hunting on his vacation; he lost his dog, however... Other hunters include *Vincent Morton* who claims to be the champion rabbit hunter, *Joe Greenway* who says he's the best bird hunter, and *W. B. Grady* who takes honors for squirrel hunting.

NEW CITIZENS... Payloader and Mrs. *W. B. Bryant* announce the recent birth of an eight-pound, four ounce son, Wiley Bayard Bryant, Jr... *Waverly Pennell,* machine operator, is the proud father of another boy who was born October 9, in Watts Hospital; this is his third child...His wife is the former Eunice Mae O'Briant... Road oil foreman *M. C. Wiley* reports the birth of a baby girl, September 19, at Memorial Hospital in Danville, Va...Truck driver *W. B. Guthrie* is mighty pleased with his baby girl who was born October 15, at Memorial Hospital.

A SPEEDY recovery is wished *E. K. Brinkley* who was out on sick leave... And *M. J. Spain,* section foreman helper, who is recovering from treatment for a ruptured disc in his back.



Pete Bourke, highway photograper, over-exposed an important negative but he takes care of the situation with this self-kicking machine. There's a sign overhead which reads, "If we kick ourselves more, we will kick others less."



James Hilton Gurganus, BT 3, is stationed on USS Hopewell out of San Diego. He was home on a 32-day leave to visit his folks, Section Foreman and Mrs. H. G. Gurganus of Newport.

J. E. KNIGHT of Warren Equipment is back on the job after suffering a slight heart attack.

MOTOR grader operator *W. J. Lindsey* has not one but *two* sons playing basketball on the Youngsville High School team this year.

ALSO BACK on the job is *H. W. Beddingfield,* MO, who was out a few days with flu.

FROM WAKE COUNTY...*L. R. Perry,* section foreman, and *D. A. Flood,* mechanic, caught 104 fish recently at Perry's Pond...*K. L. Brantley,* mechanic, is back at work after being out sick for several days...*J. R. Johnson,* truck driver, has a new 1954 Chevrolet and invites all his friends to take a spin...

DIVISION SIX

CLARA MORAN
Division Correspondent

WELCOME to the new employees: *J. T. Burke* of Fayetteville; *J. H. Blackburn* of Tomahawk; *A. L. Ford* of Autryville; and *G. W. Mitchell* of Smithfield... The men will work in District Two maintenance.

COMMISSIONER *C. A. Hasty* planned to take his family to the Orange Bowl game in Miami on New Year's Day.

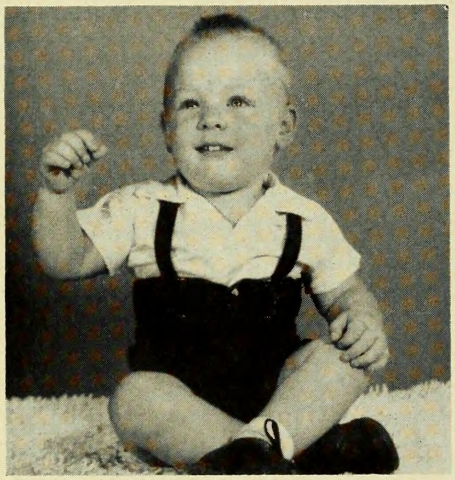
THE JOHN WHITFIELDS and son of Raleigh visited Division Engineer and Mrs. *Whitfield* over Thanksgiving.

STORK CHATTER...The *T. D. Johnsons* announce the birth of a baby girl, December 2, in the hospital in Elizabethtown; *Johnson* is with Bladen County maintenance...Mr. and Mrs. *W. F. Britt,*

Jr., are the proud parents of a son who was born November 9...Mr. and Mrs. *Ellis Anderson* of Whiteville are delighted with their new daughter who was born September 26...The *J. W. Hesters* are spreading the word about their son who was born in October...*Hester* is a mechanic foreman with the Equipment Department.

INSPECTOR *J. E. Bullard* and family have recently moved into their lovely new home near Chadbourn.

RESIDENT Engineer *O. L. Owen* and three of his employees, *J. E. Bullard*, *P. G. Weeks*, and *M. G. Worthington* (all of Whiteville) returned empty-handed from a fishing jaunt to Topsail Beach.



Douglas P. Hall, 19-month old son of Mr. and Mrs. M. W. Hall of Asheboro, is the apple of his grandfather's eye, District Engineer John G. Hall of the Eighth Division.

A MAINTENANCE employee, *J. R. Humphrey* of Lumberton, resigned recently.

TWO MEN, *Oscar Townsend* and *J. L. Burchett*, of Columbus County returned to work November 1, after being out sick several weeks.

WE WISH a speedy recovery to *Mrs. G. E. King*, wife of a Bladen County maintenance employee, who had a major operation recently...To *Roy McKeithan* who was in Robeson County Memorial Hospital in November...To *G. G. Fowler* of Tabor City who was out several months because of illness...To *J. W. Howell* of Lumberton who has been sick since July and has been in the Veterans Hospital in Fayetteville.

S. L. SMITH took his family for a vacation to Florida in November...He's in the Equipment Department in Elizabethtown.



District Engineer Sam P. Swaringen is holding his eight-month old grandson on the steps of the new division office in Aberdeen. The child is the son of Mr. and Mrs. Alston Cheek.

SYMPATHY is extended to the family of *James Bundy Andrews* of Lumberton who died November 2 at the Veterans Hospital in Fayetteville; after 20 years as a gang foreman in Robeson County, he retired on disability in April, 1953... To Mr. and Mrs. *W. F. Connor* of Proctorville on the birth and death of a daughter, October 15...To the family of *L. R. Waddell*, machine operator in Robeson County, who died November 30; he had been with the Commission since 1946...And to the family of *W. D. Nance* who died from a heart attack, October 9; he was a section foreman in Bladen County and had been with the Commission since 1924.

DIVISION SEVEN

P. L. WELCH
Division Correspondent

THE GRAHAM Construction Department had one of its famous Brunswick stews recently at the Gibsonville American Legion Hut.

COMINGS AND GOINGS...Calvin and *Julia Howard* (of the district office) went to the mountains...Sign foreman *Dan Blalock* and Mechanic foreman *Ira Cooke* went fishing off the coast...Resident engineer and Mrs. *Jack Clifton* went visiting in Cincinnati...Highway inspector *Carl Webster* went bird hunting down east...Resident engineer *Dwight Brittain* went to Myrtle Beach to visit his children and see where Hazel passed.

BACK on the job after various illnesses and accidents are *Emmett Joseph*, pay loader operator; *Sam Borland*, section foreman; *Earl Markham*, truck driver; *Jim Henry Lunsford*, section foreman; *Parker Isley*, section foreman helper.

WELCOME to *Mrs. Jack Capps* of the Graham district office...She replaces *Mrs. Ruth Jarmon* who is waiting for the big bird with the little bundle... Good luck to both.

BOB GRAHAM, Alamance gang foreman, was showing off his hunting luck... He was riding around with a buck on the fender of his car.

CONGRATULATIONS to *Bryant Brewer*, gang foreman in Orange and to *E. R. Cox*, mechanic at the Graham shop, for recently increasing the population...The new additions are Robbin Vanessa Brewer and Roger Lewis Cox.

SYMPATHY goes to Alamance Maintenance Supervisor *C. E. McLeod* and *Mrs. McLeod* in the death of her brother.

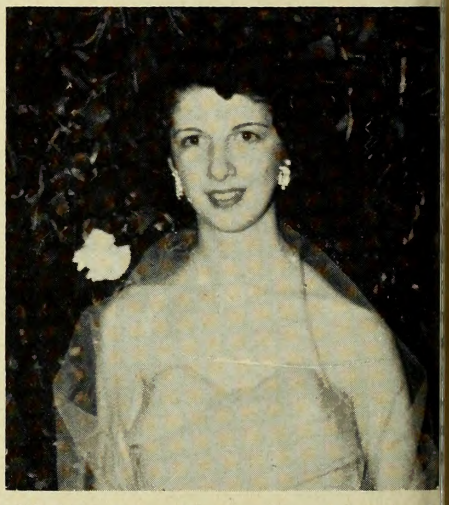
CLARENCE WALTERS, Orange Maintenance Supervisor, vows he's not going to spoil his new grandchild the way he did the other one...*Clarence* is also building a new home.

HOPE *Hall McAdams*, Alamance camp superintendent, will soon be back on the job...He suffered a heart attack and had to spend some time in the hospital.

DIVISION EIGHT

EDWARD C. DARDEN
Division Correspondent

LEE COUNTY employees had another of their famous family suppers, November 23...*Otis Banks* gave a short talk



Betty Jean Stout, the 16-year old daughter of Mr. and Mrs. W. C. Stout of Asheboro, is a rising senior at Asheboro High School where she's a member of the National Beta Club (membership based on character, scholarship and achievement), the Allied Youth, and the Future Homemakers of America Club. Her father is a long-time employee with the Bridge Department in Asheboro.



Attractive Hilda Roberts Ward, daughter of Mr. and Mrs. R. W. Ward of Shelby, was married to B. D. Towery, November 6. Her father is a mechanic in the Shelby shop.

ad was master of cermonies...*Audrey Smith* of Sanford put on a few skits to entertain the folks...The ladies of the Buffalo Presbyterian Church furnished the food.

NEW FACES in the division office belong to *Mrs. William Wooten*, *Mrs. Sally Blak*, and *Mrs. Peggy Wilson*...We hope the new steno-clerks will enjoy their work.

C. B. BURGESS, clerk in the division shop, was married August 6, to Jackie Allerly of Franklinville...They honeymooned in New York City.

MECHANIC *J. D. McInnis* in Scotland County resigned recently to enter the Air Force.

JUNIOR EDITIONS...The *C. M. Jacksons* of Carthage are mighty pleased with their new son...Mechanic *Lawrence Stubbs* and his wife of Wagram are equally pleased with their new little boy ...*Mrs. Sallie F. Hargrove*, steno-clerk in the district office in Sanford, has a new daughter who was born November 26.

ROAD OIL foreman *Z. V. (Bill) Tolar* has recently moved into his new home in Southern Pines.

HUNTERS...Mechanic *T. M. Williams* reported no luck on a recent deer hunt near Fontana Village...Division shop employees *A. J. Hurley*, *C. B. Burgess*, *T. M. Williams*, and *C. C. Marley* were on hand at the Game Refuge in Montgomery County for the first deer hunt of the season...*Marley* was the lucky one; he got a 165-pound buck.

SYMPATHY goes to *J. B. Bridges*, tails investigator, in the death of his mother, Mrs. Nannie Perry Bridges, 85, of Siler City, November 19.

ENGINEERING AIDE I *W. W. Kent* resigned October 15 to work in the Sanford Post Office; he had been doing the office work in Road Oil.

H. R. JAMES and *Paul Teddar* of Randolph County recently took their families to the mountains for a few days.

GET WELL wishes go to the small son of *Hal McMillan*, road oil employee, who is recuperating in the Chapel Hill Hospital after a lung operation.

BACK on the job...*A. T. Wicks*, bridge employee, and *E. E. Hough*, sign employee, have returned from recent illnesses.

DIVISION NINE

R. B. FITZGERALD
Division Correspondent

Preliminary work is underway on the Winston-Salem Expressway...The contract was awarded recently for the first leg of the job which will take about two years to complete...It will be one of the most modern highway facilities between Washington and Atlanta...*W. S. Sizer* has moved from Lexington to Winston-Salem to handle the work as resident engineer.

RESURFACING on US 158 from the Forsyth County line to Mocksville has been completed and is a great improvement.

IN SALISBURY, the new addition to the district office has been finished... Resident Engineer *J. A. Kennedy* and his office force have moved in and are pleased with their new quarters.

T. W. BAKER, temporary laborer in Rowan County, resigned November 30, to enter the Armed Forces.

CHARLOTTE SHUPING of the district office in Salisbury, and her husband, Joe, celebrated their 13th wedding anniversary, December 18...They were host to 20 couples at the annual Christmas Dance at the Moose Lodge...*The Shupings* have a daughter, Judy, twelve, and a son, Kim, three.



It's easy to see why Erwin and Martha Champion walked away with the first prize for their costumes at a recent masquerade party. Erwin is a Road Oil employee in the Twelfth Division.



Road oil foreman J. C. Wilkins and Vance Crain, machine operator, in the 14th Division paused a moment for a picture.

SYMPATHY is extended to the family and friends of *R. W. Sands*, gang foreman, district two, who died November 11; he was one of the most respected employees in the division and will be greatly missed by all the highway personnel...And to the relatives of *Paul I. Grimes* who died recently; he was a highway inspector and had worked in connection with projects in and around Lexington at the time of his death.

ROAD oil foreman *Ernest Neal* is back from a pleasure trip to Florida and Cuba...He had a brand-new Cuban hair cut and many funny anecdotes.

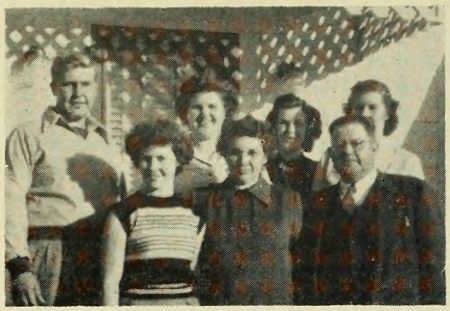
A SPEEDY recovery is wished David Beck, son of *M. A. Beck* of Lexington, who fell and broke two bones in his left arm...And *Mrs. B. C. (Mary) Thompson*, wife of the division's Right of Way Engineer, who was hospitalized in North Wilkesboro for two weeks in November; she seems well on the road to recovery.

DIVISION TEN

CHARLES R. SMITH
Division Correspondent

HUNTING...Many State employees took advantage of open season on deer in Stanly and Montgomery counties to go hunting, but few returned with fresh venison...Among those hunting were *C. N. Cranford*, *J. M. Byrd*, *R. E. Helms*, *E. M. Finison*, *D. K. Lowder*, *C. R. Poplin* and *T. J. Furr*.

STANLY County members of the NCSHEA enjoyed a fine barbecue chicken



Bridge Maintenance Foreman B. L. Wilson (right, front) celebrated his 58th birthday, November 28, at his home in Hildebran, with his wife and five children. He also has eleven grandchildren. A highway employee since 1928, he hopes to make a few more years as he's enjoyed his work with the Commission. Off the job, Wilson likes to garden and fish.

supper, November 12...It was an informal meeting with speaking at a minimum, eating at a maximum.

RECENT vacationers were *Joe McKee* who went rabbit hunting; *W. K. Jones, Dewey Dellinger, Jimmy Helms, J. B. Thornburg, Leslie Kelley, Floyd Penninger, "Skinny" Shelton* and *Lester Pender.*

JIM PECK of Construction spent a few days on the slopes of Mt. Mitchell while bear hunting...No bear, but upon returning home to Albemarle, he bagged a 136-pound buck just outside Morrow Mountain Wildlife Reservation.

J. B. "KID" GRAHAM of Construction was on hand to see Duke swamp Carolina, November 27.

ROAD Oil foreman *Joel E. Tucker* is sporting a new 1955 Chevrolet convertible.

J. PAUL THOMAS has been bird hunting; his friends are expecting a quail supper soon.

TIME OUT...*J. F. Turner, I. L. Gaddy, W. R. Maske, and F. F. Morgan* took time off in December...*W. M. Crowder* spent a November week fishing in Florida.

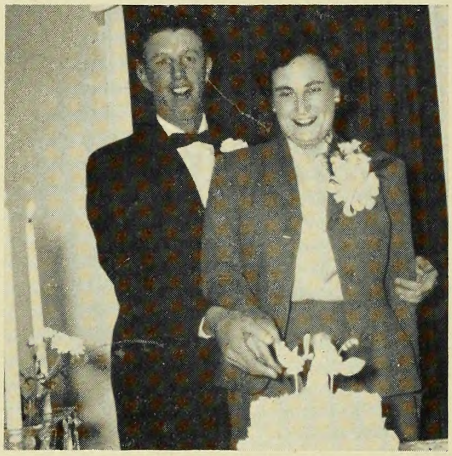
RAYVONNE HAHN visited his parents, Mr. and Mrs. *R. B. Hahn,* recently on a 30-day pass...He's been stationed with the Navy in California for the past two years...His father is a Stanly County maintenance employee.

SYMPATHY goes to *Mrs. M. H. Ramsey* in the recent death of her husband; he had been a maintenance employee in Stanly for many years and will be missed by his host of friends.

THE SICK LIST included *E. N. Orr, W. M. Pender, T. M. Washam, Beauford Reading, W. M. Russell* and *H. W. Godfrey...D. V. Smith* has been seriously ill at his home near Wadesboro...Foreman *William M. Plyler* is suffering from a heart condition; he has been home resting for the past month...*M. A. Smith's* November vacation was marred by the illness of his brother in Scotland County; he spent most of his vacation at his brother's bedside...*Robert F. Morris* of the Sign Department recently had an operation at Mercy Hospital in Charlotte...Sign Supervisor *William E. Canfield* has been on the sick list for quite a while...We hope that each will soon be well.

J. W. McWHORTER is back on the job after an extended illness.

THE FOLLOWING Road Oil employees had vacations and went hunting: *King Jordan, C. B. Maness, C. R. Ridenhour, Hoyle Ridenhour, Nathan Morgan* and *Joe Cook.*



Newly-weds John and June Woodruff of Ashe County cut their wedding cake, October 23. She's the former June Stringer of West Jefferson. Woodruff is a machine operator in the Eleventh Division.

CICERO MORRIS of Road Oil has recently purchased a home in Albemarle.

ROAD Oil Supervisor *W. T. Smith,* Maintenance supervisor *R. L. Brown* of Mecklenburg County, and Maintenance supervisor *Ed Finison* of Stanly County spent a couple of days deep sea fishing off Wrightsville Beach...They reported no fish, though.

CRADLE ROLL...Superintendent *Jack Black* of Union County Prison Camp is the proud father of a new son...Resident engineer and Mrs. *Geddie B. Strickland* are proud of their new grandson, Nathan Blair Benedict, who was born to their daughter in Norwalk, Connecticut; the baby weighed nine pounds, eight ounces, and was 22 inches long!

DIVISION ELEVEN

CORA LEE McLEAN
Division Correspondent

HAPPY BIRTHDAY to the followi men who celebrated birthdays in Nove ber and December: *C. G. Ashby, D. Baldwin, V. H. Blevins, W. R. Billing J. J. Dunbar, O. J. Felts, W. C. Hall, J. Hudspeth, J. D. Jarvis, S. W. Johnso H. E. Joines, W. A. Moser, B. C. Sizemor L. B. Walsh, L. F. Whitaker, R. G. Whit E. F. Baird, R. L. Baird, T. C. Wise, P. Bolick, M. T. Austin, Ross Jones, J. Guthrie, M. C. Absher, M. T. Cuthbertso L. H. Correll, J. H. Correll, J. H. Taylo Don Wiseman, R. O. Bumgarner,* a *Jasper McLean.*

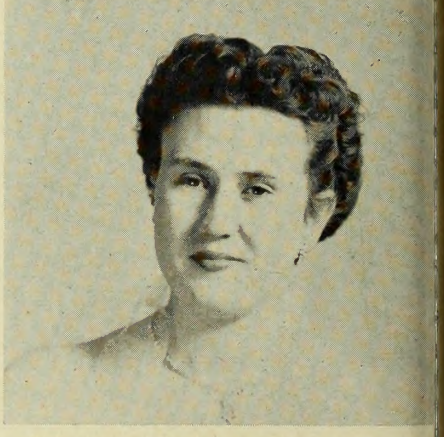
SYMPATHY is extended to *A. L. Ho ingsworth* in the death of his fathe November 29...And to *Mrs. Frank M Cracken* in the recent death of her fathe

CONGRATULATIONS to Mr. and Mr *Claude Woods* upon the birth of a daug ter, Sandra Lee, November 1...And to M and Mrs. *Richard Johnson* upon the birt of a daughter.

BACK on the job: *W. T. Duffey* aft an extended illness and *Custer Walla* after several months absence with severe foot injury.

C. G. ALEXANDER was out with broken wrist...*L. B. Walsh, J. B. Wi liams, R. W. Brown, Russell Eller* an *R. W. Ashley* were out sick a few day

LATE vacationists: Mr. and Mrs. *W. Brookshire* were off a week while Ja joined the hunters in Pisgah Nation Forest...They had too much rain for an luck...*Clyde Orr* only needed one day f an enjoyable trip; he got the deer...*R.*



Jeannette Hester, daughter of Mr. an Mrs. Kenneth Hester of Dublin, N. C will marry Pvt. Robert V. Melvin c Ft. Jackson, S. C., and Tar Heel, N. C Her father is a maintenance employe in Bladen County.

mes is back at work after a vacation p to St. Louis and a drive on the Pennlvania Turnpike...*R. B. Little* reports nice trip to Pennsylvania.

MRS. RUTH POTTER of the Elkin fice attended the N. C. State Baptist nvention at Charlotte in November.

A. M. LYALLS had a fire in his home, t he discovered it in time to extinish it before serious damage was done.

DIVISION TWELVE

JEAN CLINE
Division Correspondent

FRED BIGGERSTAFF, Supervisory reman in Gaston County, resigned rently to accept management of the unty Home in Gaston...He had been th the Commission since 1931...His rvices will be long remembered by his ny friends...His untiring efforts to ke a stronger and better Highway nployees Association will not be fortten...He is the past State president of e Associaion and did a splendid job.

IREDELL County employees had a big icken barbecue and Christmas party, cember 10, with their families as ecial guests.

CLEVELAND County employees had eir Association meeting on December ...A barbecue supper was planned.

GASTON and Lincoln Counties enjoyed eir dinner meeting, November 12, at nkin Lake in Gaston County.

WELCOME to *Bill Andrews* who transrred back to Division 12 in December... had been in the Bridge Department in leigh.

RESIDENT Engineer *W. A. McNeill* d *Mrs. McNeill* spent Christmas with latives in Americus, Georgia.

THE R. E. LAIDLAWS and son, Bobby, nt with the C. E. Laidlaws to Myrtle ach for Thanksgiving...*Mr. and Mrs. ll Eskridge* spent Thanksgiving in ndleman where they attended the dding of Jean Stout and Thomas L. skridge, November 27...Sgt. and Mrs. ke Street and family of Fort Benning, ., were guests of *Mr. and Mrs. P. W. reet* over Thanksgiving.

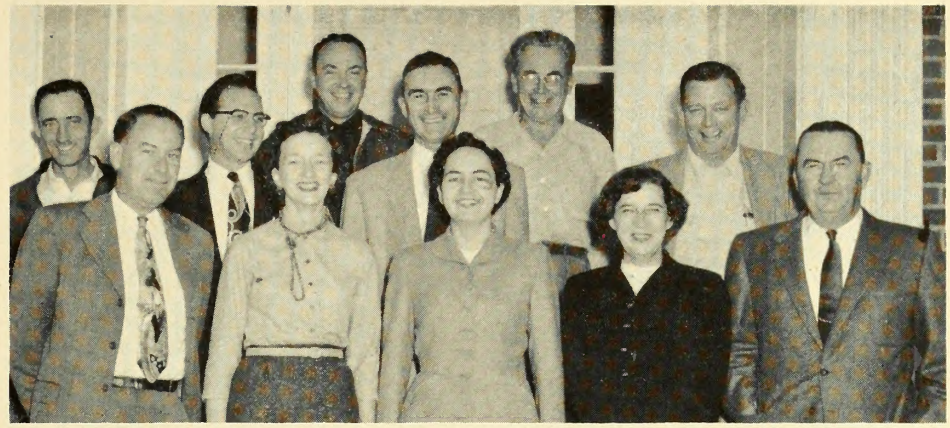
CONGRATULATIONS to *Buford Wellon* who has recently transferred from nstruction and been promoted to the istrict office as Road Maintenance pervisor.

MORE VACATIONS...*Mrs. Marion vis* took a week off in November and ported a good time...Road Oil Supersor *S. B. Brinkley* is back from a trip Tuscon, Arizona in November...*E. J. ctor*, Sign Supervisor, enjoyed a week f in November also.

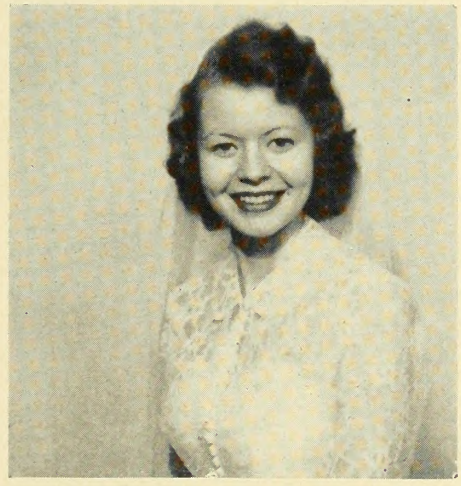
STEVE BRENDLE, truck driver in ncoln County, and his family are delighted that their new home is now complete...They spent many hours of labor on it.

RESIDENT engineer *L. H. Beam* went deer hunting in November but came back empty-handed...His luck was better on duck hunting.

THREE new emloyees are *Howard T. Biggerstaff, Espy T. Troutman*, and *Jimmie E. Hilton...Biggerstaff* was approved for permanent employment in October in the construction party at Hickory...*Troutman* started with the Statesville construction in November...*Hilton* began work with the Hickory construction party in November.



The gang lines up on the steps of the new division office at Sylva. First row, from left, G. G. Page, division engineer; Doris Higdon, Helen Roland, Edith Sutton, all stenographers; Harry Buchanan, Commissioner. Second row, from left, D. E. Hyatt, road oil supervisor; Don Raxter, assistant road oil supervisor; C. W. Lee, assistant division engineer; Paul Dupre, district engineer. Third row, from left, C. J. Beck, office engineer; R. T. Mitchell, location party chief.



Alfreida Lutrelle Elledge was married to John Thomas Chipman, November 6, in the auditorium of the Millers Creek High School since a new Methodist Church is being constructed.

The pretty bride is a graduate of Millers Creek High School and is employed by the Peerless Hosiery Mill. The groom, a gradnate of Mountain View High School, attended the Richmond Professional Institute. He's employed in the highway sign department in Winston-Salem.

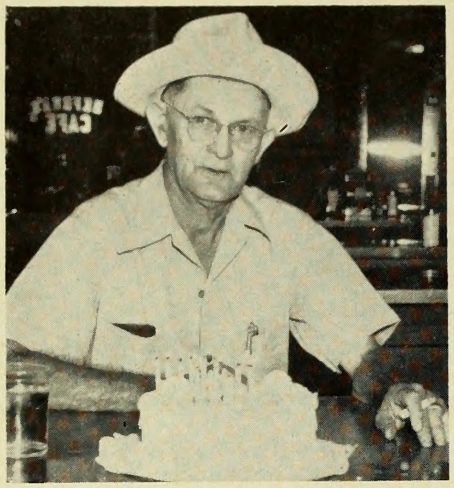
VIRGINIA REAVIS, daughter of Mr. and Mrs. *V. E. Reavis*, attended the National 4-H Club Congress in Chicago in November...She was one of the 16 representatives from North Carolina and won under her room improvement project.

GET WELL Wishes are extended to *J. C. Lucas* who has been off the job for several months...To *C. M. Shannon*, Superintendent of the Iredell County prison camp, who was painfully injured in an auto accident on Thanksgiving, but is back on the job after a short hospitalization...To *Mrs. C. S. Honeycutt, Mrs. W. A. White, Mrs. C. M. Shannon*, and *Mrs. E. L. Warren*, wives of employees in district two...To *A. M. Aiken*, blacksmith, who was hospitalized briefly in November...And to *V. B. Reavis*, supply man, and *V. E. Wallace*, steward at the Iredell Camp.

J. P. MORRISON went from temporary to the permanent payroll, November 1.

THE SON of Prison Supervisor and Mrs. *Fred Ross* of Lincolnton, Fred Terrell Ross, was married October 31, to Martha Elizabeth Pearsey.

SYMPATHY goes to the family of *Tom L. Moore* who died November 5, after an illness of several months; he was a gang foreman in Cleveland County and had been with the Commission since 1931; his cheery disposition will be missed by all...To the family of *Paul Andrew Sain* who died suddenly October 31; he was supervisory foreman in Lincoln County and had been a highway employee since 1936; he will be missed by the many who loved him.



Resident Engineer P. L. Cantrell of Statesville is pictured with his birthday cake when he celebrated his birthday, September 7. He didn't volunteer any information on his age but he has a long and useful service record with the Commission. His hobby is pen and ink sketching, especially cartoons. Several of his cartoons have appeared in ROADWAYS.

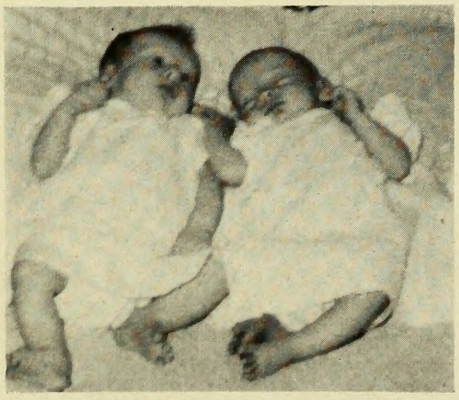
RALPH BOYLES and *B. J. Runyan* of the Shelby construction party vacationed during December.

MOTOR grader operator *Max Jones* of Cleveland County was busy handing out cigars after the birth of his daughter, November 23.

DIVISION THIRTEEN

DAN TURNER
Division Correspondent

WELCOME to the new employees: *W. E. Dayberry* of Morganton, *G. C. Page* of Marion, *John L. Whisnant* of Morganton, *James Poovey of Hickory*, and *Clyde J. Ball* of Morganton.



Mr. and Mrs. Alvah E. Bradley of Division One are the proud parents of twin boys, Michael Earl and Marshall Edward, who were born last August. They were only five weeks old when picture was made.

HUNTERS. . .District engineer *B. S. Connelly*, Supervisory Foreman *H. G. Roberts* and Bridge Maintenance man *P. H. Clay* have been doing some deer hunting in Pisgah Forest but with no success so far.

A SPEEDY recovery is wished *Ronnie Robinson*, son of Highway Engineer *Paul Robinson*, who had his tonsils removed in November. . .Highway Inspector *W. A. Banner's* wife who is home after a brief hospitalization. . .*Frank S. White*, gang foreman, who is recovering from an operation. . .And *Guy W. Baldwin*, truck driver, who was ill but should be back on the job soon.

IT'S GOOD to see *W. A. Banner* back on the job after being out a month with a heart condition.

VACATION TIME. . .*Mr. and Mrs. Holland* are back from a two week vacation in Florida; she's employed in the district office. . .Maintenance supervisor *H.*



Highway Inspector and Mrs. W. A. Banner of the Thirteenth Division are rightfully proud of the record their daughter, Alice, is making in her senior year at Lee Edwards High School in Asheville. She was recently inducted into the National Honor Society. Alice is also president of the Library Club and secretary of the Latin Club

D. Aiken made a trip to Washington, D. C., to visit his daughter. . .*P. H. Clay* spent his time off fishing in Florida. . . *Clay* was accompanied on his trip by *Marvin Creasman*, welder, and *Ralph Freman*, mechanic, of the Equipment Department.

MARION VERNER, daughter of *Mrs. John Verner* and the late *John Verner* (landscape engineer of the old Tenth) is now attending St. Mary's School in Raleigh.

RESIDENT engineer *George R. Pr* cott and his wife went to Charlotte the North Carolina-South Carolina Hi School Shrine Bowl game, December 4

NEW BABIES. . .Truck driver and M *Jack W. Ponder* are proud of their lit girl who was born October 12. . .*Garla A. Wright* and his wife announce t birth of a daughter, October 11.

DIVISION FOURTEEN

C. J. BECK
Division Correspondent

THE DIVISION salutes the Road Department for their efforts in compl ing an above-average record in surf treatment this past season. . .Operating a single unit under the supervision *D. E. Hyatt* and *J. C. Wilkins*, forem they completed a total of 164 miles l year. . .The total included 94.8 miles seal on old surface treatment; 64.6 mi of new treatment; and 4.2 miles of sto asphalt mix.

A NEW permanent road oil emplo is *Z. M. English*. . .He replaces *T. G. I wards* who resigned October 31.

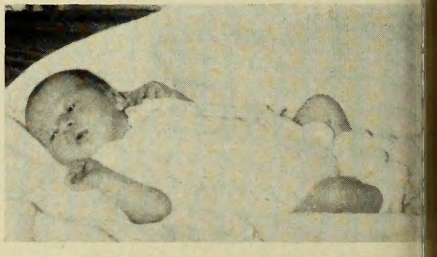
OCTOBER 19, was moving day for t division office force. . .They moved int brand-new office just outside Sylva NC 116. . .It is quite a change and i provement over their former quarters

ASSISTANT division engineer a Mrs. C. W. Lee plus their boys christe their new Chevrolet by driving to Uni S. C., over the holidays.

SHORTLY after Christmas, Divisi engineer and Mrs. *G. G. Page* and daug ter, Mary, vacationed in Florida.

C. J. BECK, division office engine took his wife and daughter, Linda, visit friends in Columbus, Ga., o v Thanksgiving.

MAINTENANCE employees in H wood and Jackson Counties have ab decided to move to Soco Mountain si they spend the majority of their t there anyway. . .Their untiring effo have paid off as the road has been k open to traffic.



Mrs. Edith Sutton, steno-clerk in t division office, is just about the proud grandmother around. Her first gra child, Steven Burke Gray, was b November 11, in Sylva. He's the son Linda and Jim Gray.

GET WELL wishes go to *F. F. Merrill*, inspector on the Pigeon River project, who suffered a stroke last August...His left leg and arm were paralyzed...He's now convalescing at 5503 White Bluff Road, Savannah, Ga., and would appreciate letters from his many friends... *Wayne N. Dockery* is the inspector on the job now.

NCSHEA

(Continued from page 6.)

County in 1948—responsible for representation on the State Personnel Council, our representative in the person of Earl Crump—responsible for changes for the betterment of our Retirement System and the change in the law to allow a representative on the Board of Trustees from our Highway Commission, our own Tom Royall—responsible now for approval of the Board of Trustees and the Highway Commission for the Association Secretary to personally visit those Highway Employees contemplating retirement, to explain what they are entitled to by law—responsible in part for the retroactive feature of the 1953 salary increase, created by a promise of former Gov. Umstead—we are keeping in constant touch with the Social Security problem, meeting with the Board of Trustees, and planning to see that every member has ample opportunity to study information that will be furnished them in event of integration of supplementation, prior to time to vote on the problem as members—we have been appointed as members on the Governor's Traffic Safety Council—we have our plans laid for the 1955 General Assembly, to keep in constant touch with every event that might affect the welfare of our members, planning to fight in every day of the week and every night gains we have made—during the 1955 term, this means we will be on the job every day of theweek and every night until adjournment, trying to protect *your interests*—without the Association, who would be fighting your battles for you in this manner, Could you as an individual carry the load? Would you as an individual have that much influence? Or will you not admit that it is better to have a voice speaking for the majority group, telling one true story and backing the statements up with facts and figures? We have been responsible for many things for your betterment, and here are improvements which you would have received without the organization. We do not attempt to take credit for everything, only our share of credit is asked. Better working conditions have not "just happened" to you, but are the results of organized effort and majority participation. We are now enjoying the finest working conditions and salaries we have ever enjoyed as Highway Employees—let's plan to maintain those standards and improve them as rapidly as economically and fundamentally sound. We can do this, providing we maintain our Association on the high level it now has, and the great majority participate as members. Who would hold back for the lowly figure of $4 per year as dues? THINK—and if you are not a member, I believe you will be one. I feel sure you want to be a part of an organization in which your fellow-employees participate, and the majority cannot be wrong all these years, We have a hard year ahead of us—we need your support—you need the Association or else who will carry the battle for you to maintain our retirement and salary budgets for the next biennium?

OTIS BANKS, Secretary

Signal Changes Made

Changes in the design of traffic signs and other control devices have been approved by the American Association of State Highway Officials, the Institute of Traffic Engineers, and the National Committee on Uniform Traffic Laws and Ordinances as revisions of the Manual on Uniform Traffic Control Devices. The major changes are:

1. A red stop sign, with white lettering, and with at least the lettering reflectorized, replaces the former standard yellow sign. No contrasting panels or supplementary messages are permitted.

2. A "Yield Right-of-Way" sign is adopted for use at certain intersections where a full stop is not required. This is a yellow equilateral triangle, with one point downward.

3. "No Passing" and "End No-Passing Zone" signs are replaced by signs reading "Do Not Pass" and "Pass with Care", respectively.

4. The cardinal direction marker is to read "North", "South", and so on, rather than "Northbound", and so on.

5. The minimum mounting height to the bottom of signs in rural areas is increased to five feet.

6. Warning signs are to be placed further in advance of the dangers ahead.

7. The border around a sign is now optional rather than mandatory.

8. Railroad-crossing pavement markings are confined to the right-hand portion of the pavement.

9. Traffic-signal installations must show at least two signal faces visible to traffic on each approach to an intersection.

10. The minimum traffic "warrants" (vehicular volume) justifying traffic signal installations are raised in certain respects.

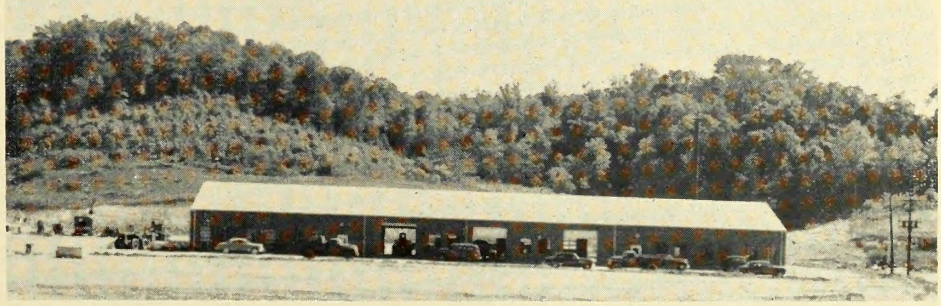
Praises N. C.

Hubert Lynn Rice of Dover, New Jersey, recently wrote the Highway Commission that "I wish to thank you for the prompt and courteous service rendered on my request for special permit for trailer passage through North Carolina.

"On another occasion, some years back, I had meant to write your Governor calling his attention to the kind and considerate attention given travellers through your State by all officials, including State troopers.

"I take this opportunity to thank one and all. Your State parks and facilities make North Carolina an outstanding pleasure to visit.

"I have been travelling through North Carolina for the past 25 years. It is one exception to all states."



The division shop of the 14th is located outside Sylva. Built by bridge maintenance forces over a year ago, it is one of the most modern shops in the State. Boyd Hamilton is the division equipment superintendent. The brand-new two-storey division office is located nearby.

German Emigre Drafts In Location Map Room

The United States in general, and North Carolina in particular, holds out the promise for a new and better life to German emigrant Eleonore Buchmann, draftsman in the Raleigh Location Department, and her daughter, Angelica. According to Eleonore, America is a "good country" abounding with opportunity for advancement to the ambitious. And Eleonore is ambitious to better her lot. The story of how and why they came to North Carolina goes back to pre-World War II days when Eleonore was in a German high school. To learn more about other people and countries, she corresponded with "pen pals" in Africa, India and the United States. Her American correspondent was Vera Jeffreys, who is an employee in the Commission's Insurance and Compensation Department. The war interrupted their friendship by mail but afterwards, Vera's parents, Mr. and Mrs. J. D. Edwards, renewed the correspondence. They urged Eleonore to come to America. When the time came, they even sent her money for the boat passage. She has since repaid them.

Thanksgiving will always have a special meaning for Eleonore and Angelica. It was just a year ago that they arrived on Thanksgiving day in New York from Germany.

Today they live in the home of their sponsors, the Edwards, on their farm near Knightdale. Angelica, who spoke no English a year ago has readily picked up the language. She now chatters like any other seven-year old Tar Heel with no trace of an accent. Although Eleonore had had six-years of English in school, she had a hard time understanding and speaking English.



THE BUCHMANNS

Eleonore has a varied work background. For five years after graduating with a teachers diploma from the Teachers Seminary in Munich, she was principal of a small grammar school in Yenbach, Austria. There, she was in charge of 120 children, ranging in age from two to fourteen years, whose mothers worked in the nearby munitions factories. Then for three years, she worked in her home town, Traunstein, Germany, in a souvenir factory. There she did freehand painting of wooden curios, pictures, small boxes and plates. For over a year she was a bookkeeper and stenographer in a toothbrush factory in Benshein. Her parents and two married sisters still live in Traunstein.

Eleonore also worked part-time in a German surveying office. Of all her jobs, she preferred the survey drawing so she applied for and got a job as a draftsman in the Highway Location Department.

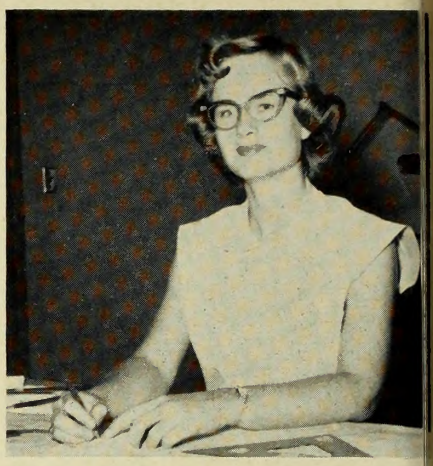
Here on an emigration visa, she hopes that she and Angelica can eventually become naturalized American citizens. An independent, as well as industrious person, she is determined to make her own way financially, and has done so from the time of her arrival in America.

She was amazed by the abundance of food in American groceries as contrasted to the near starvation of post-Hitler days in Germany. She found Americans friendly and helpful. She especially singled out the kindness and encouragement she received from H. K. Witherspoon, R. Getty Browning, Florine Boone, and "Uncle Bim" Sawyer. She says their understanding boosted her morale many a time when she was homesick and longed for familiar sights and sounds.

But most of all, she misses the beautiful snow-capped mountains (the German Alps) of her native land in Southern Bavaria where she enjoyed skiing in the winter and swimming in the crystal lakes in the summer.

Commission Employs First Lady Engineer

When the Highway Commission employed its first full-fledged lady highway engineer in its Traffic Engineering Department last fall, pretty Emily Brown of Wilmington joined the ranks of a group that has always been staffed men alone. She also disproved the cepted belief that engineering is a ma field.



EMILY BROWN

Not only is Emily the first wom highway engineer in North Caroli but she's also one of the few wom engineers in the Southwest.

Her work ranges from designing hig way intersections to surveying existi speed zones. She is under the guidan of State Traffic Engineer Robert Bur In time, Emily wants to branch out other fields of traffic engineering whi deal with channelization, parking studi and signalization. The major emphasis the Traffic Engineering Department on redesigning existing highway fac ities into adequate and safe interchang

Since her father, C. E. Brown, had be a highway engineer for many years, s was well aware of the entrenched trad tions she would encounter in a ma engineering world. She got a close- view of highway engineering as h father is Division Engineer of the Thi Division with headquarters in Wilmi ton.

At first, her father gave her little e couragement since he knew that en neering is a demanding and often than less profession. Nonetheless, dating fr high school days, Emily has persisted her determination to be an enginee Today her father is mighty proud of h work.

After graduation from the Fayettevil high school, Emily studied engineeri at State College, receiving her Bachel of Civil Engineering in 1953. Althou other girls had studied civil engineeri at State, none seemed to have the stami to complete the course and graduat Emily Brown was the first woman actually complete all four years in t

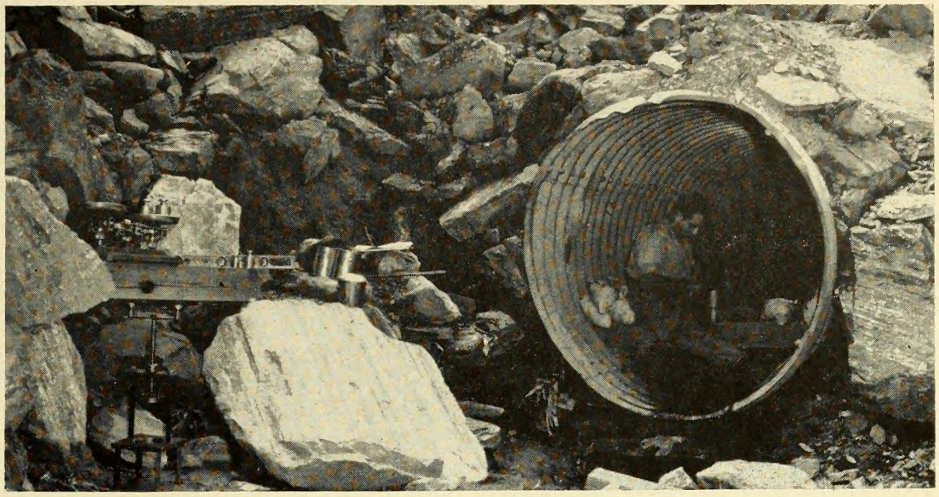
ivil Engineering School and receive a egree.

Summers between school terms, she orked as a draftsman in the Raleigh ridge Department. After receiving her achelor of Civil Engineering degree, ne realized that her sex would limit job ossibilities and prevent her from doing ctual construction work. She returned State for a year of graduate work and oncentrated on the transportation and ighway design phase of Civil Engineer-ng. The summer of '54, she earned a pro-essional degree in Civil Engineering ith an option in Transportation from tate.

While at State, she was a member of ne student chapter of the American ociety of Civil Engineers and the Engi-eer's Council. Last spring, she was a uest of the American Society of Women ngineers when they held their annual onvention in Washington, D. C.

Looking back, she cites the discour-gement she met along the road to engi-eering from her male contemporaries. A girl in engineering? You can't be erious. You'll probably get married and ot finish college," were the usual re-narks tossed her way. When her fellow tudents and teachers realized Emily as in earnest about studying engineer-ng, they were only too glad to help her.

Despite rebuffs from male prejudice, ne feels that engineering is a fascinating eld for a woman, provided she has an nalytical mind, is proficient at math nd drawing and has determination. She nderscores determination as the main equirement for a lady engineer. Emily inks that women trained in Civil Engi-eering can find their places in consult-ng engineering, city planning, and high-ay and bridge design for the State or 'ederal Government.



Research Analyst Nicholas C. Costes prepares undisturbed soil sample for weighing. The soil extruded from the sides of a multiplate metal culvert pipe which is being studied.

The pipe is 66 inches in diameter, 576 feet in length, and has been installed under a 170-foot high earth-rock fill. This is one of the major structures on the relocation of US 70 between Old Fort and Ridgecrest.

Soil samples have been extruded from openings made along the sides of the pipe by removing 8 x 8 inch square sections from the inner surface of the structure. The sections were cut by electrically-driven drill and a power saw. A mechanical jack and a special mold, designed in the highway laboratory, were used in the operation.

The purpose of the extensive research on the above structure is to ascertain the present conditions and properties of the precompacted soil mass abutting the pipe.

Future experiments by the research department of the Division of Materials will make possible, for the first time in engineering history, the direct determination of the tremendous earth pressures generated around such structures under the pressure of gigantic fills.

Interstate Funds Go To 8 Projects

Of the $7,191,018 fund available for ork on the Interstate Highway System, total of $6,560,000 was allocated to ight needed road projects, December 17. he remaining balance of $631,018 will e held in reserve for engineering con-ingencies. The fund is composed of 60 er cent Federal funds and 40 per cent tate funds.

Rather than a fixed formula, the 1955-6 Federal Interstate funds were allo-ated on the basis of the most urgent road needs. While the allocation of cur-rent Interstate funds was limited to seven divisions, the other three divisions which have sections of the Interstate System will receive their proportionate share in future allocations. Four highway divisions have no Interstate roads in their area and thus are not eligible for any Federal Interstate money.

The largest allocation, $1,500,00, will go toward the partial cost of grading and structures in the relocation of US 70 in Iredell and Catawba Counties. The work will mean an extension of the Statesville bypass west for 16 miles to Conover.

In Burke County, $1,000,000 has been set up for the grading and structures in the relocation of US 70 from NC 18, southeast of Morganton, east to Hilde-bran, bypassing Valdese.

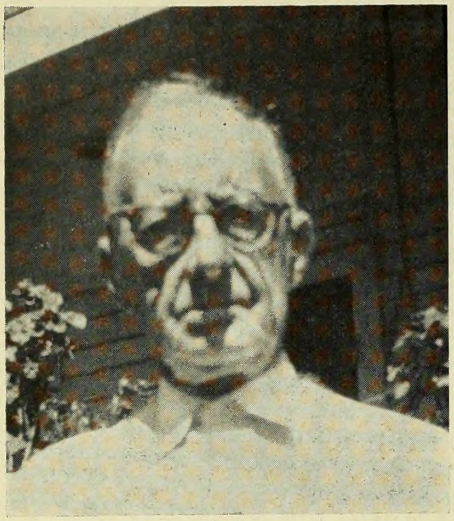
Three allocations totaling $1,820,000 were made for work on heavily-traveled US 301, a major north-south route through the State. In Johnston County, $970,000 was put up for the grading and structures in the relocation of US 301 from US 70-A north to Kenly. In Robeson County, $500,000 was allocated for dual-lane paving of US 301 around Lumberton. Contract on the grading and structures of the Lumberton bypass was let earlier and the work is near com-pletion. Through Cumberland County, $350,000 was just up for an extension of US 301 north from the Fayetteville by-pass.

A total of $890,000 was set up for the partial cost of grading and structures for a bypass of US 29 around Salisbury. The bypass would begin in the vicinity of the Rowan-Davidson County line and would run on the southeast side of Salis-bury, crossing US 52 and eventually tying back in with US 29 near China Grove.

A total of $800,000 was allocated for the grading and structures in the relo-cation of US 421 between Greensboro and Kernersville.

A Durham project will receive $550,000 for the grading and structures in the relocation of US 15 from Ferrell Road to Bacon Rind Bridge in Durham County. The work will be on the north side of the city of Durham and tie in with im-provements already underway in that area.

HONOR ROLL OF 30-YEAR HIGHWAY EMPLOYEES



AARON RILEY SANDERS

The mechanic foreman of District Two in the Eleventh Division is Aaron Riley Sanders of Lenoir. He recalls that "I first began work for the Highway Commission in July, 1922. My first job was shoveling gravel on a horse-drawn wagon. Later I handled a ten-ton Holt tractor.

"In 1923, I was promoted to field mechanic. Then I was made district mechanic in old Division E in 1931. In 1950, I was promoted to district mechanic."

His foremen at various times were M. E. Saylor, W. T. Suggs, and R. F. Hunter. His present foreman is Joe Zimmerman.

Son of Thomas and Manarka Sanders, he was born January 30, 1887 in Happy Valley, Caldwell County. His only formal education was attained at a one-room school house known as Steels School in Happy Valley. He went to school till he was about 15.

December 26, 1908, he was married to Ninnie Lee Simmons in Happy Valley. She died in April, 1946. They have four sons and a daughter: Lt. Col. Richard Sanders of Montgomery, Ala., W. M. Sanders of Granite Falls, Ray Sanders of Arkansas, Ned Sanders of Lenior, and Mrs. T. L. Setzer of Lenoir.

Sanders has no hobbies but he spends all his spare time working on his 12-acre farm near Lenoir.



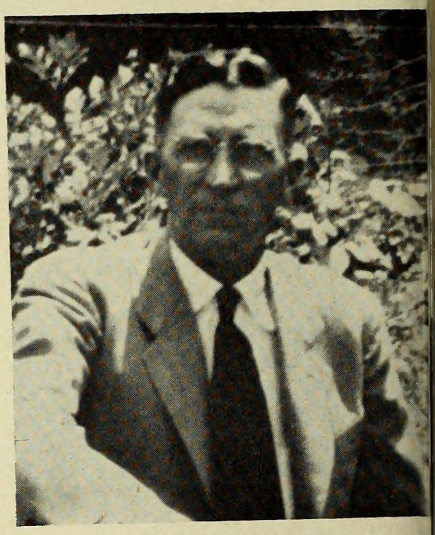
GEORGE B. LINKER

District sign foreman George B. Linker of Charlotte started with the Highway Commission in the old Sixth District in 1922. He remembers the State was using motorcycles then. In 1932, he was moved from sign work in Concord to work Cabarrus and Stanly counties. Next he went to Statesville, then to Albemarle and back to Charlotte. He has worked most of the counties in the Piedmont. He has worked a great deal on signing US 74, one of the main traffic arteries, which cuts through Charlotte. He has spent his entire 32 years of State service in the sign department.

Son of W. S. and Delores Vee Linker, he was born September 3, 1903, in Cabarrus County. November 30, 1928, he was married to Bayne Carpenter in York, S. C. Today they live on Route Nine, Charlotte. The Linkers have two sons: George B., Jr., and Jack Hartie. They have one granddaughter: Terry Nanette. After serving with the Army in Korea and being awarded the Bronze Star for heroism in ground combat, George, Jr., is now attending Applachian State Teachers College. The younger son, Jack Hartie, is with the Air Force at Hunter Air Base, Ga.

Linker is a Presbyterian.

A veteran highway sign erector is J. B. Banks of the Craggy Sign Department. He remembers, "I began my employment with the Highway Commission in January, 1924, at Spring Creek. I was a rodman under Engineer 'Pete' Justus. In 1926, I was transferred fro Madison County to Buncombe to wo under the supervision of W. B. Ferg son.



J. B. BANKS

"The Biltmore-McDowell viaduct w a special project on which I worked. was a material inspector.

"Most of my work has been und Ferguson and James Knight.

"For the past eleven years, I ha been working at the Craggy Sign D partment. My present supervisor is C. Reeves."

Banks is the son of Elbert a Louetta R. Banks. He was born June 1900, in Spring Creek. As a boy, he a tended the public schools of Sparta burg, S. C.

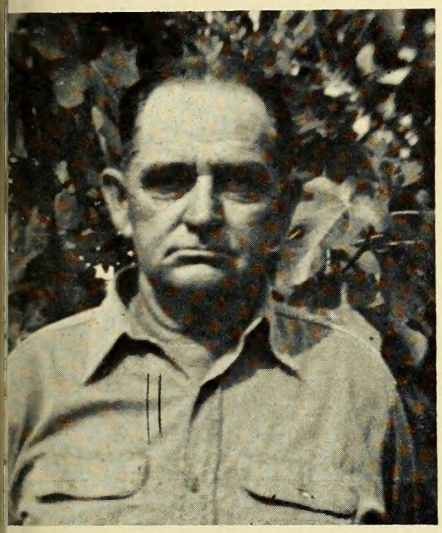
October 12, 1935, he was married Katherine Marie Ward. They live Oxcreek Road near Weaverville a have three children: Lenore, J. B., J and Gerald David. They are membe of the Reems Creek Presbyteri Church.

The bridgetender on the Roanol Sound Bridge is John Shannon Manteo. In summing up his 30 years highway experience, he says, "I start work building roads at Roanoke Isla in 1923 with J. T. Holmes. Then I we on maintenance when the road w finished with D. L. Hayman. I remain there until 1936 when I was promot

Section Foreman. I worked there until 939 when I was taken sick and lost part : my vision. Then R. R. Roper placed e on the Roanoke Sound Bridge and am still working there under R. E. homas."

He is the son of Mr. and Mrs. John hannon. His birth date is April 16, 901, and the place was Manteo. Shanon was educated in the grade school here.

April 27, 1929, he was married to illie Perry in Manteo. They have three ildren: Mrs. Pauline Gray, Carlton . Shannon, and Mrs. Yvonne Hammond.



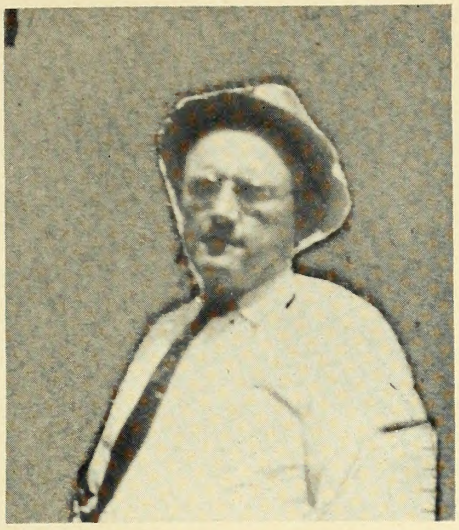
JOHN SHANNON

Gang foreman Chelsie J. Phelps says, Roads in my section were impassible n many places when I began with the lighway Commission, but much imrovement has been made in the last 2 years."

His highway service dates from larch 17, 1922, when he started as a ractor driver. J. C. Gardner was divion engineer at the time and Maise was he supervisor. Six months later, Phelps vas promoted to section foreman. Then n 1937, he was promoted to gang foreıan, a position he has held ever since.

J. W. Martin, Bill Cherry, A. J. aylor, and D. M. Bridgeman have been is supervisors at various times. Phelps ays, "It has been a pleasure to work vith these fine men."

He was born August 3, 1901 in reswell. His parents are Harrison and Viniford Phelps. He was educated in he Creswell schools. April 9, 1921, he vas married to Martha Jane Hassel. hey are members of the Free Will Baptist Church at Mt. Tabor. They have ix children: Emily, Chelsie, Jr., Ina Ioneen, Areta, and Ashley.

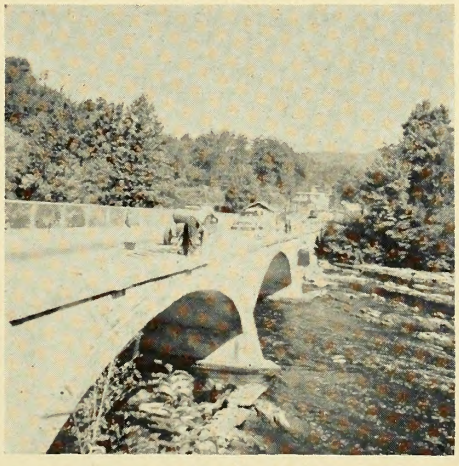


CHELSIE J. PHELPS

The foreman is a member of the Masonic Lodge in Edenton.

New Report Out

A brand-new biennial report is off the press and ready for distribution. Instead of the charts and figures of expenditures only, the report has 44 well-written pages of easily-readable text and pictures. The facts and figures in the discussion of past road progress and future plans should be of great value in understanding the work of the Highway Commission. Some of the findings of the Parsons Report are incorporated and explained. The new manual will prove a ready source for quick reference and information. Credit for preparing and editing this easily-understandable biennial report goes to Polk Denmark and James S. Burch of the Statistics and Planning Division.



Last fall a bridge maintenance crew of Clay Rogers and C. W. Rink widened by 17 inches the roadway clearance of the bridge over the Tuckaseigee River near Bryson City.

Like Expressway

"The Winston-Salem Chamber of Commerce would like to express its appreciation for the advanced thinking and planning and now the development of the Winston-Salem Expressway. Our Highway, Street and Traffic Committee and our Board of Directors want you, the other members of the Commission and the Division staff to know that we do appreciate what is being done," according to a recent letter to Highway Chairman Graham.

And, "We believe that the expressway, as the first full limited-access highway ever to be built in North Carolina, will be a great asset to our city and that it will materially help in the movement of traffic into and through the city. We further believe that it will be of tremendous value to all the people of northwest North Carolina, and it will have a great effect on the stimulation of trade and business in our city."

In conclusion, "We want you to know that we are ready and willing to cooperate with the Commission and our fine Division personnel in the further development of our highway system, not only in this area but for the entire state of North Carolina."

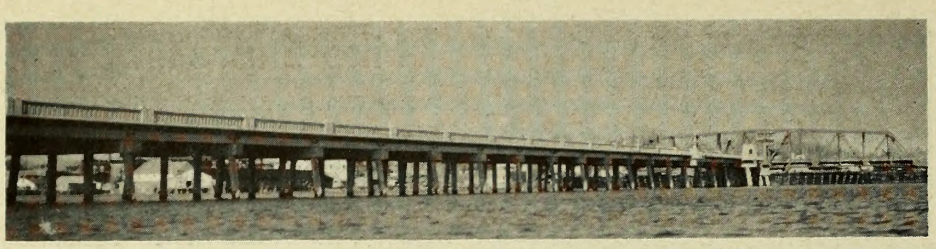
The highway personnel who have done such a splendid job in planning and working on the expressway are to be commended for the goodwill and cooperation which they have fostered in the city of Winston-Salem.

Generators Used

When Hurricane Hazel knocked out power in the Wilson area, George Brinkley (Equipment Superintendent of the Fourth) and his men were ready. They immediately put two emergency generators in operation. The generators, one permanent, the other portable, are kept ready for just such emergencies.

The big 5,000-watt permanent unit in the division shop was switched on and furnished power for the shop, maintenance yard, road oil camp and sign department. This enabled all highway forces to operate gas pumps and other equipment in a normal manner, as well as having lights for night work.

The small, portable unit, which is usually used by mechanics on the road for drilling, was set up at the prison camp. It supplied power and lights for cooking. While the surrounding area was without electricity for several days, the emergency generators meant that highway workers could continue their work and clear the roads after Hazel.



The new Trent River Bridge at New Bern should be complete by February. The big bridge is 1,763 feet long, has a 200-foot electrically controlled swing span, and a 28-foot clear roadway with two three-foot wide walks. The substructure consists of concrete piles and caps. The superstructure was built of steel beams with concrete floor and rails. J. B. Cutchin was resident engineer on the majority of the work until he was transferred to Durham as a resident engineer. J. B. Jennette is supervising the completion of the bridge. If the weather is good, the painting and minor items can be finished by February 1. The new bridge is located on US 70 and is 2,300 feet downstream from the old, existing bridge over the Trent River.

Revised Retirement Being Studied

The amended Federal Social Security Act means that State highway employees may be covered by Old-Age and Survivors Insurance (O.A S.I.) However, members of existing State retirement systems must participate in a referendum. Before any integrated or combined retirement and social security program can be adopted, a majority of the State employees must approve it.

It is the intent of Congress that participation in Old-Age and Survivors Insurance shall *not* reduce benefits already earned in the existing retirement system.

The Board of Trustees of the Teachers' and State Employees' Retirement System and the Executive Secretary, Nathan H. Yelton, believe State-employee members of the retirement system are entitled to express their wishes regarding participation in the Federal Old-Age and Survivors Insurance Program. Already, Yelton and the Board have met with State employee representatives. Together, they are investigating the cost of several possible plans of combining the present retirement system with the O.A.S.I. They will determine the plan best suited for the entire membership of the State Retirement System. Any legislation proposed to the 1955 General Assembly becomes effective only upon the approval of a majority of the State employee members of the retirement system. A referendum, when State employee vote on the program, may be held only after a 90-day notice to the members.

State employees must be fully informed of the advantages and disadvantages of a combined social security program. It is hoped that a combined social security and retirement program will provide equal benefits for all State employees with additional benefits for the older ones.

Any combined program will apply only to *future* service. It has no bearing on money already paid into the State Retirement System by State employee-members. However, should a combined program be adopted, future social security contributions would *not* be refunded since the Old Age Survivors Insurance is a Federal *tax*. But, a State employee would still get a refund of his contribution to the retirement system.

A referendum on a combined social security and retirement program will be submitted to a vote of the employee-members of the State Retirement System this fall. However, if adopted, a State-employee member would receive full coverage under the Old-Age and Survivors Insurance program retroactive to January 1, 1955.

Contracted In '54

A total of $46,955,755 was let to co tract during 1954 for improvement 1,614.351 miles, according to a repo from the office of Federal Contact Eng neer R. R. Trevathan.

The major portion, $17,904,125, w spent on 319.886 miles of constructi of the federal-aid primary system. total of $9,075,665, went to improve 27 581 miles on the federal-aid seconda system. Another $7,247,985 was spent f construction of 12.097 miles on the fe eral-aid urban system. This figure i cludes the contract on the first leg the Winston-Salem Expressway.

A total of $5,428,920 went for 39.1 miles of construction on the State p mary system. This amount included t contract on the Croatan Sound Bridg Another $931,640 was let to contract f 7.139 miles of construction on the coun system.

For retreatment and resurfacing, a tot of $2,291,122 was spent on improvi 371.702 miles of State highways whi another $540,357 was let to contract f work on 168.519 miles of county road

Betterment funds included $1,491,7 let to contract on 83.932 miles of t State primary system and $1,509,151 f 195.300 miles on the county system. 1954, a total of $535,064 was let to co tract for 136.998 miles of bond project

Of the $46,955,755 let to contract 1954, federal funds amounted to $16,10 435 while $30,846,320 came from Sta and other funds.

In 1953, a total of $38 million was l to contract.

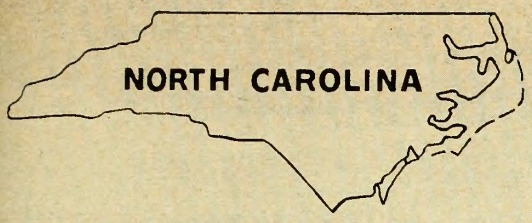
Two Allocations

December 21, Governor Hodges all cated $50,000 for paving roads in Cra tree and Reedy Creek State parks fro highway fund surplus. At the same tim he alloted $300,000 for widening a reconstruction of US 29 in Clevela County from Grover to the South Car lina line. The two allocations left $29 088.68 in the surplus carried over fro the last fiscal year. The major portio of the Highway Surplus Funds had a ready been allocated by the late Go ernor Umstead last year.

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ROADWAYS



A MAGAZINE FOR EMPLOYEES
OF THE STATE HIGHWAY COMMISSION

MARCH - APRIL, 1955

Ocracoke to Get Paved Road

Governor Hodges, accompanied by Highway Chairman Graham and Chief Engineer Rogers made a flying trip to Ocracoke, March 5, to tell the Ocracoke residents that the Highway Commission plans to build a hardsurfaced road on Ocracoke.

Some 250 islanders gathered in the school reception hall cheered when the announcement was made that $300,000 had been made available for a start on the long-waited road. Graham said that a survey would be made from the edge of the pavement in Ocracoke to the pavement on Hatteras Island. Ocracoke village now has about three miles of nine-foot wide pavement, all within the community. The $300,000 won't be enough to do the entire job of bringing the coastal highway all the way into Ocracoke, Graham said, but how it will be spent will be "governed largely by your desires and your recommendations as to how you can realize the greatest benefit from what is available."

Tentative plans call for paving 6.8 miles of road through the sand dunes along the northern part of the island and extending the road on Hatteras Island another 2.2 miles southward toward Ocracoke.

The Governor and his party flew in a National Guard Plane from Raleigh to Cherry Point. From there they went by Marine helicopter to Ocracoke. There they were met by Commissioner Emmett Winslow of Hertford and First Division Engineer W. N. Spruill of Ahoskie.

The Governor has allocated $200,000 from the surplus highway fund of July, 1954, for the road's construction. Commissioner Winslow put up another $100,000 from First Division betterment funds.

Theodore Rondthaler, principal of the island school, headed the local delegation and presided over the meeting at the school. Also on hand were Stanley Wahab, district vice president of the All Seashore Highway Association; Joe Dubois of Sea Level, secretary of All Seashore Highway group; Allyn F. Hanks, superintendent of the Cape Hatteras National Seashore Park; Hazen Brooks, park ranger assigned to the Ocracoke section of the park and C. F. Boyette, operator of the Wahab Village Hotel where a seafood dinner was served before the meeting started.

Protest Parkway Toll

Governor Hodges headed a North Carolina delegation which protested the proposed Federal toll charge on the Blue Ridge Parkway. The group voiced their objections to Secretary of the Interior Douglas McKay in Washington, D. C., February 15.

McKay replied that the system of establishing fees at national parks was set up by Congress and was not inaugurated by his department.

However, Governor Hodges said the tolls, which the Federal Park Service plans to start collecting May 1, "would be unwise, unsound and extremely difficult to administer." He said the 25 U.S. highways and hundreds of State and private roads off the parkway would require some 600 entrances for toll-collecting purposes.

Highway Chairman Graham said the idea of tolls on the parkway had been turned down three times since the road was built. William Medford, State Senator from Waynesville, read a resolution opposing the toll charge order which was adopted by the Legislature. U. S. Senator Sam Ervin objected to the Park Service's proposal for tolls on the grounds that it would collect annually three times the yearly cost of road maintenance.

THIS MONTH'S COVER

Structure being built on the 301 by-pass of Rocky Mount is just on of many big structures underway in the relocation of 301 across th State at Lumberton, Fayetteville, and Dunn. F. A. Triplett, Inc., h the contract for the structure work at Rocky Mount. J. F. Martin the resident engineer.

U. S. Senator Kerr Scott called upon McKay to consi the situation carefully before putting the toll proposal i effect. U. S. Representatives Hugh Q. Alexander, Char R. Jonas, Woodrow W. Jones, Herbert C. Bonner, Carl Durham, Frank E. Carlyle, L. H. Fountain, and Thurm Chatham were present and voiced their disapproval of t tolls. Their protest was joined by E. B. Jeffress, Dr. Ke Bennett, Hugh Morton, and R. Getty Browning.

The Highway Commission had earlier passed a resolut citing the proposed tolls as "a breach of moral and c tractual faith" by the Federal Government.

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A. H. GRAHAM, CHAIRMAN

STATE HIGHWAY COMMISSION

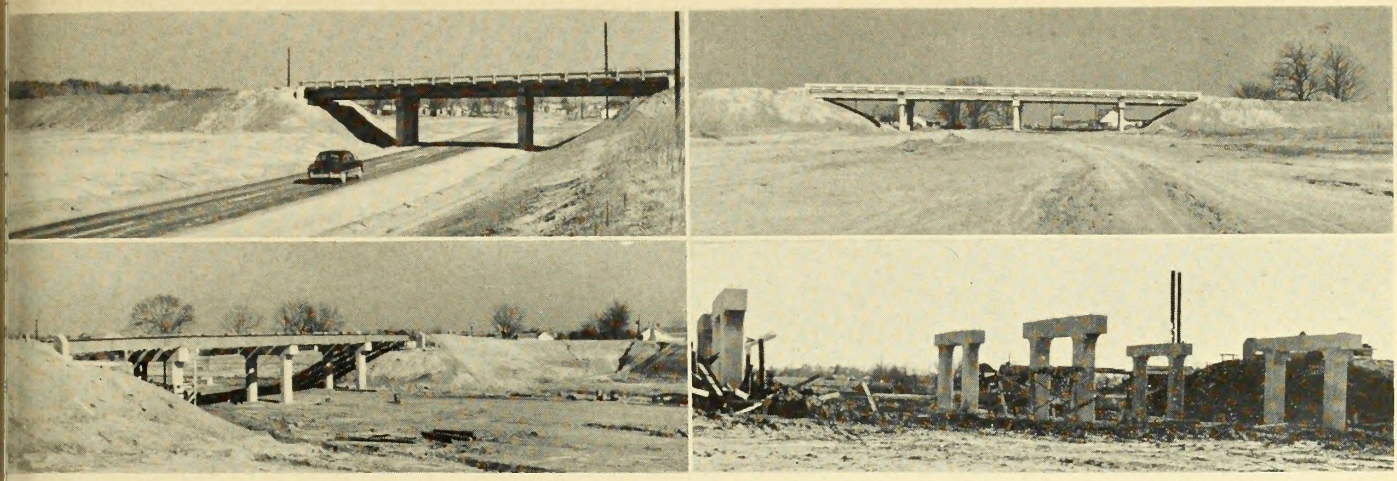
J. Emmett Winslow, Hertford
Forrest Lockey, Aberdeen
H. Maynard Hicks, Snow Hill
James A. Gray, Jr., Winston-Salem
C. Heide Trask, Wilmington
James A. Hardison, Wadesboro
M. E. Robinson, Goldsboro
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P. L. Welch, Greensboro
C. J. Beck, Sylva

Margaret Burk, *Editor*



Work is progressing on the renovation and relocation of S 301 at Rocky Mount, Wilson and Dunn.

Top left picture shows the new location of 301 as it rosses NC 95, west of Rocky Mount. Other grade separaons are being built at the old Nashville Road, US 64, Falls oad and NC 43. Bridges are under construction over the ar River, Stoney Creek, and Maple Creek. Brown Paving ompany is doing the 9.19 miles of grading while F. A. riplett, Inc., is building the structures. Low bid on the aving was made by Nello L. Teer Company in the February tting. J. F. Martin is resident engineer.

Top right picture was made on the 4.58-mile long Wilson by-pass. NC 42 traffic will go on the grade separation. Grannis and Sloan is doing the grading which is 75 per cent complete while Ballenger Paving Company is building the structures. S. O. Southall is resident engineer.

Two bottom pictures were made on 301 by-pass of Dunn. The nine-mile relocation of 301 runs from the Cumberland County line to the Johnson County line. Grannis and Sloan is doing the grading while the structures are being built by Columbus Contractors. Bottom right picture shows six bents of the substructure in a dual-laned structure to carry 301 over dual-laned US 421 and NC 55 underneath. Kesler Butler is the resident engineer.

Two Year Construction Program Approved for Primary Highways

The Highway Commission recently pproved a two-year primary highway nstruction program.

The new program is based on major ighway needs in the State as deter- ined by an engineering survey made / the Parsons, Brinckerhoff, Hall, and acDonald firm. The more pressing tatewide highway deficiencies have een scheduled for improvement. Many the first year's projects have already een scheduled or let to contract. The econd year work was tentatively ap- roved subject to approval by the ureau of Public Roads and securing ght of way.

The two-year pay-as-you-go primary rogram will cost an estimated $97,- 33,000. As the Governor suggested, ie work was programmed to match the ioney, and the projects determined on tatewide need rather than division llocations.

Based on actual revenues, available ioney for the two-year primary pro- ram will total $88.2 million. A total f $21,112,832 will be available each ear from federal funds while the State will put up $23,000,000 each year in matching funds.

The schedule of projects for 1955-56 would cost an estimated $48,879,000 and exceed expected funds by $4,766,- 168. Those scheduled and tentatively approved for the second year, 1956-57, would cost an estimated $48,454,000 and exceed expected funds by $4,341,168.

Highway Chairman Graham explained that "final construction costs will vary due to variation in final quantities and bid prices as well as to fluctuations in right of way costs."

He said, "Our experience has also indicated that due to local conditions and inability to secure right of way expeditiously, it is necessary to plan more work than actual funds are available for. The progress of construction will also materially affect our ability to place all of the proposed work under contract on the proposed schedule."

In addition to the problem of securing right of way, all the work must be approved by the Bureau of Public Roads since federal funds will be used.

Primary highway projects scheduled for 1955-56 by county, route number, description, length, and *estimated* cost are:

Division One—$1,995,000

Bertie, US 17, grading and structures from a point 0.7 mile south of Windsor to a point three miles east of Windsor, 5.4 miles, $250,000.

Hertford, NC 350, two bridges, 2.7 miles southeast of Ahoskie, $30,000.

Hyde, US 264, bridge over Pungo River at Leechville, $340,000.

Hyde, US 264, from Leechville to Swan Quarter, grading, widening, and resurfacing, 20.0 miles, $600,000.

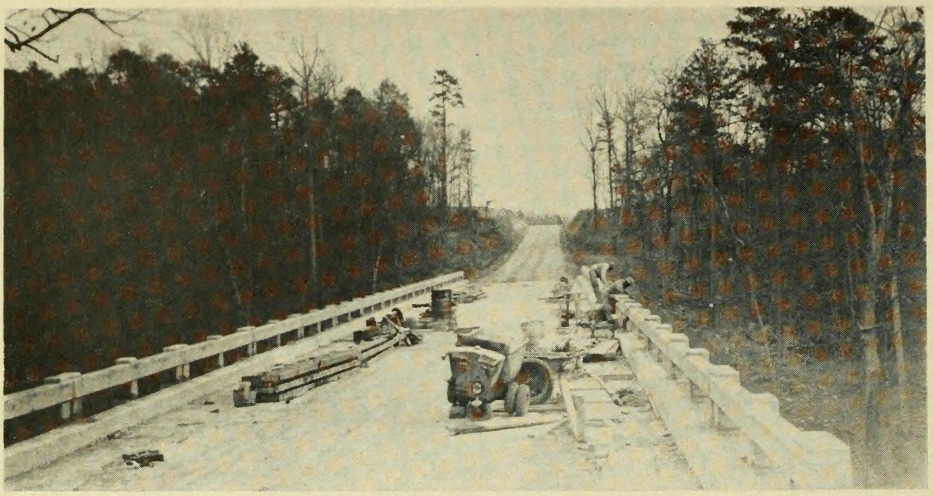
Martin, NC 125, grading, structures and paving from Williamston to Hamilton, 12.2 miles, $440,000.

Tyrrell, US 64, bridge over Scuppernong River at Columbia, $335,000.

Division Two—$3,690,000

Beaufort, US 264, grading, structures and paving from a point four miles east of Washington to Hyde County line, 32.0 miles, $1,280,000.

(Continued on page 2)



Work was under way on a new bridge over Buffalo Creek in Cleveland County east of Shelby near Oak Grove. Crowder Construction Company was the contractor. K. E. Mauney was resident engineer on the work.

Road Program

(Continued from page 1)

Carteret, US 70, New bridge over Gallants Channel between Beaufort and Morehead City, $650,000.

Craven, US-70, Paving additional lane from New Bern to Havelock, 16.4 miles, $880,000.

Craven, US 17 & 70, Grading, structures and paving from west city limits of New Bern to Queen Street—four lanes, 1.5 miles $536,000.

Lenoir, US-70, Paving Kinston By-Pass, 2.0 miles, $84,000.

Pitt, NC-11, Paving Greenville By-Pass, 4.2 miles, $260,000.

Division Three—$3,040,000

Brunswick, US-17, Grading, structures and widening from Grissettown to north city limits of Shallotte, 8.5 miles, $430,000.

New Hanover, US-74 & 76, Bridge and approaches over Inland Waterway and to Wrightsville Beach, 1.0 mile, $1,300,000.

New Hanover, US-117, 17, 74, 76 and 421, Grading, structures and paving streets in Wilmington, 1.5 miles, $270,000.

New Hanover, US-76, Extension of four-lane pavement to a point north of Bradley Creek, 1.9 miles, $400,000.

Onslow, US-17, Grading, structures and paving from Folkstone toward Jacksonville, 16.0 miles, $640,000.

Division Four—$4,022,000

Johnston, US-301, Paving from Harnett County line to US 701, 11.9 miles, $600,000.

Johnston, US-301, Paving from US-701 to US-70A, 7.1 miles, $385,000.

Johnston, US-301, Grading and structures from US-70A to Kenly, 10.3 miles, $970,000.

Nash-Wilson, US-301, Grading and structures for four-lane paving from a point three miles north of Wilson north to Rocky Mount By-Pass, 10.0 miles, $617,000.

Wayne, US-70, Grading and structures from a point 0.5 mile west of Goldsboro east 8.0 miles by-passing Goldsboro, 8.0 miles, $970,000.

Wilson, US-301, Grading and structures from south end of Wilson By-Pass to a point 1.0 mile south of Lucama, 6.0 miles, $480,000.

Division Five—$4,580,000

Durham, US-15, Grading, structures and paving from Ferrell Road north to Neuse River, 4.7 miles, $832,000 .

Durham, US-70, Paving from a point 2.0 miles east of Durham to Durham By-pass, 4.2 miles, $510,000.

Durham-Orange, US-15 & 501, Paving additional lane from dual lane north of Chapel Hill to University Drive, 5.7 miles, $410,000.

Vance, US-158, Surfacing from a point, 0.5 mile west of Granville County line to US-1 north of Henderson, 7.5 miles, $123,000.

Vance, US-1, Grading and structures from a point 1.0 mile north of Kittrell to US-1 north of Henderson by-passing Henderson, 10.1 miles, $1,405,000.

Wake, US-1, Grading, structures and paving from Dawson Street to US-1A & US-1 at Westinghouse Plant, 2.2 miles, $1,300,000.

Division Six—$3,031,000

Bladen, US-701, Bridge over Cape Fear River at Elizabethtown, $550,000.

Cumberland, NC-210, Grading, structures and paving from NC-87 to US-15A on Rowan Street, 1.2 miles, $900,000.

Cumberland, US-301, Grading, str- tures and paving from north of Fayet- ville north, 3.5 miles, $350,000.

Cumberland, NC-87, Grading, str- tures and paving from Manches- northwest toward Sanford, 8.0 mi- $407,000.

Robeson, US-301, Paving Lumber- By-Pass, 5.6 miles, $500,000.

Robeson, NC-211, Grading, structu- and Paving for Lumberton By-Pass, miles, $324,000.

Division Seven—$4,741,000

Caswell, NC-86, Grading, structu- and paving from a point east of Yanc- ville to Virginia State line, 11.0 mil- $660,000.

Guilford, US-29, Paving project 5327 from Market Street to Summ- Avenue—four-lane paving, 2.3 mil- $350,000.

Guilford-Forsyth, US-421, Gradi- and structures from end of Kernersvi- By-Pass to Greensboro, 16.3 mil- $2,300,000.

Guilford, US-220, Paving from We- over Terrace to US-220, 0.3 mile no- of north city limits of Greensbo- (Dual lane), 2.3 miles, $276,000.

Guilford, US-29 & 70, Paving fr- Groomtown to US-421 (Dual lane), miles, $560,000.

Orange, US-70, Grading, structu- and paving from Efland to NC Ro- 86, 3.0 miles, $330,000.

Rockingham, US-29, Paving Reid- ville By-Pass, 5.3 miles, $265,000.

Division Eight—$2,472,500

Lee, US-1, Grading and structures the Sanford By-Pass from a point nor- of Sanford to a point south of Sanfo- 6.3 miles, $822,000.

Moore, US-1, Grading and structur- for Southern Pines By-Pass, 5.0 mil- $750,000.

Moore, US-15 & 501, Paving Proje- 5682 from Carthage to Pinehurst, 10- miles, $262,500.

Moore-Montgomery, NC-27, Gradin- structures and paving from NC-705 US-220 in Biscoe, 12.8 miles, $288,00-

Richmond, US-1, Grading, structur- and paving for a bridge over Falli- Creek from US 74 in Rockingha- south, 1.45 miles, $200,000.

Scotland, US-15, Paving Laurinbu- By-Pass, 5.2 miles, $150,000.

Division Nine—$3,870,000

Davidson, NC-49, Grading, structur- and paving from the Yadkin River Randolph County line, 10.2 mil- $420,000.

Forsyth, US-158, Right of way extend Winston-Salem Expresswa- west, 1.6 miles, $450,000.

Rowan, US-29, Grading and structures from a point 0.2 mile east of Yadkin River to US Route 52 south of Salisbury (Dual lane), 5.9 miles, $1,590,000.

Rowan, US-29, Grading and structures from US-52 south of Salisbury to China Grove, 8.6 miles, $1,410,000.

Division Ten—$3,605,000

Cabarrus, US-601,Bridges and approaches at Cold Water Creek south of Concord—grading, structures and paving, 1.4 miles, $124,000.

Mecklenburg, US-21, Paving from Iredell County line south, 4.9 miles, $220,000.

Mecklenburg, US-21, Grading and structures from Brokenboro Airport north, 9.5 miles, $341,000.

Mecklenburg, US-29, Grading and structures from a point near NC-49 north of Charlotte to a point near Tuckasiegee Road south of Charlotte, 13.0 miles, $2,920,000.

Division Eleven—$1,874,000

Ashe, NC-16, Grading, structures and paving from US-221 near East city limits of Jefferson northeast, 7.0 miles, $527,000.

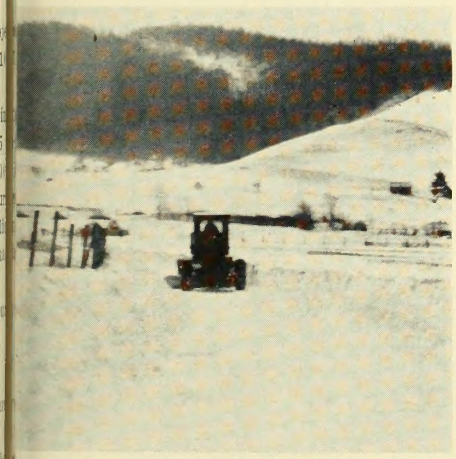
Wilkes, US-421, Grading, structures and paving from a point 7.5 miles east of Wilkesboro, 6.1 miles, $675,000.

Wilkes, US421, Paving from Wilkesboro toward Boone, 11.2 miles, $672,000.

Division Twelve—$4,043,500

Catawba, US-321, Grading, structures and paving for a Hickory By-Pass from the Catawba River to US-70, 2.2 miles, $980,000.

Cleveland-Gaston, US-29, Paving Kings Mountain By-Pass and to the S. C. State Line, 10.2 miles, $620,000.



A familiar scene on a Watauga county road this winter is pictured above. Maintenance forces worked many extra hours clearing the roads of heavy snow.

Gaston, NC-7, Surfacing from Gastonia to Lowell, 3.8 miles, $120,000.

Gaston, NC-275, Bridge and approaches at South Fork of Catawba River between Dallas and Stanley, 0.6 mile, $130,000.

Iredell-Catawba, US-70, Grading and structures from west end of Statesville By-Pass to Conover, 16.0 miles, $1,500,000.

Iredell, US-21, Paving from the Mecklenburg County line north, 4.9 miles, $220,000.

Lincoln, US-321, Grading, structures and paving from junction of NC-150 east of Lincolnton north, 1.4 miles, $160,000.

Lincoln, NC-150, Paving Lincolnton By-Pass, 5.7 miles, $313,500.

Division Thirteen—$5,665,000

Buncombe, US-19, 23, 70 & 74, Grading and structures from the West Asheville Bridge to Beaucatcher Tunnel, 1.7 miles, $2,300,000.

Burke, US-70, Grading and structures from a point on NC-18 southeast of Morganton to a point near Hildebran, 15.1 miles, $2,170,000.

McDowell, US-221, Grading, structures and paving from 0.5 mile south of McDowell, Rutherford County line north, 5.5 miles, $720,000.

Rutherford, US-221, Grading, structures and paving from a point 0.3 mile south of US-64 & 74 north toward Marion, 4.4 miles, $475,000.

Division Fourteen—$2,250,000

Graham, NC-28, Grading, structures and paving from Johnson Gap to Swain County line, 9.8 miles, $980,000.

Haywood, US-19, Supplemental funds for grading, structures and paving through Canton, 1.7 miles, $450,000.

Henderson, US-64, Bridge and approaches over Broad River in Bat Cave, 0.6 mile, $130,000.

Jackson, NC-281, Grading, structures and paving from NC-107 at Tuckasiegee east, 5.0 miles, $265,000.

Macon, US-23 & 441, Grading, structures and paving from the Georgia State line toward Franklin, 7.0 miles, $425,000.

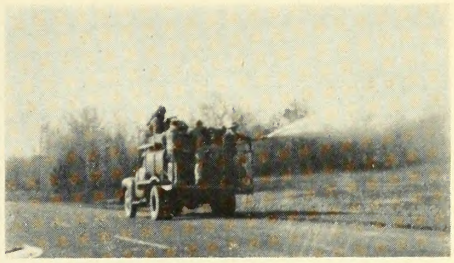
SECOND YEAR PRIMARY ROAD PROGRAM FOR 1956-'57

Primary highway projects tentatively scheduled for 1956-57 by county, route number, description, length, and estimated cost are:

Division One—$2,540,000

Bertie, US-17, Paving Windsor By-Pass, 5.4 miles, $220,000.

Bertie, NC-305, Resurfacing from Aulander to junction with US-13, 14.0 miles, $195,000.



A hydraulic seeder was in operation along the new route of US 70 between Efland and Graham. The seeder mixes the fertilizer and seed with the water. The mixture is then sprayed on the roadside. Highway employees developed and built this seeder.

Dare, US-158, Grading, structures and-right-of-way for relocation from Wright Memorial Bridge to Whale Bone, 15.3 miles, $500,000.

Martin, US-17, Widening and resurfacing from Beaufort County line to Williamston, 10.3 miles, $325,000.

Northampton, US-301, Grading, structures and right-of-way from the Virginia State line to Halifax County line, 9.0 miles, $1,300,000.

Division Two—$2,220,000

Carteret, US-70, Grading, structures and paving Newport By-Pass, 3.5 miles, $260,000.

Craven, US-17, Grading, structures and paving from west city limits of New Bern to Jones County line, 6.5 miles, $290,000.

Craven, US-70, Grading, structures and paving for four lanes from NC-55 to New Bern city limits, 5.2 miles, $550,000.

Greene, NC-58, Grading, structures and resurfacing for widening from NC-102 to Wilson County line, 11.2 miles, $300,000.

Lenoir, NC-11, Grading, structures and paving for four lanes from Kinston toward Pitt County line, 8.0 miles, $650,000.

Lenoir, US-258, Grading, structures and resurfacing for widening from Kinston to the Greene County line, 8.8 miles, $170,000.

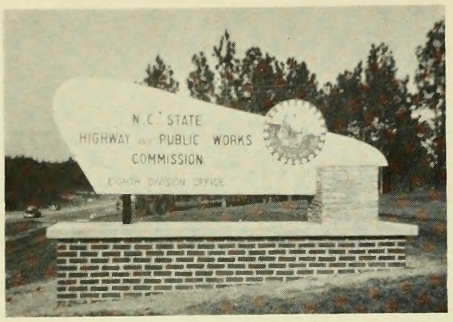
Division Three—$2,275,000

Brunswick, US-17, Grading, structures and resurfacing for widening from Shallotte to NC-130, 6.4 miles, $285,000.

Brunswick, US-74, Grading, structures and paving for by-pass around Leland, 1.8 miles, $160,000.

Duplin, US-117, Widening and paving through Wallace, 1.5 miles, $150,000.

(Continued on page 4)



The modernistic sign in front of the new division office is in keeping with the trim office building. The division headquarters for the Eighth is located on the road to Southern Pines.

Road Program

(Continued from page 3)

Duplin, NC-24, Widening and paving through Beulaville, 1.2 miles, $120,000.

Onslow, US-17, Grading, structures and paving for four lanes from a point north of Southwest Creek to Sabiston Crossroads, 5.2 miles, $520,000.

New Hanover, US-117A, Relocation, grading, structures and paving from Monkey Junction north to US-17, 7.5 miles, $500,000.

Sampson, US-421, Grading, structures, widening and resurfacing from Harnett County line to NC-242, 12.0 miles, $540,000.

Division Four—$2,929,000

Edgecombe, US-258, Grading, structures and paving for widening from Tarboro to Halifax County line, 10.6 miles, $268,000.

Johnston, NC-50, Grading, structures and paving from Benson to the Sampson County line, 12.0 miles, $305,000.

Johnston, US-701, Grading, structures and paving from US-301 to Sampson County line, 13.0 miles, $390,000.

Nash-Wilson, NC-58, New bridge at Sapony Creek and Silver Lake between Wilson and NC-95, $55,000.

Nash, US-64, Grading, structures and paving additional lane between Rocky Mount and Nashville, 9.2 miles, $780,000.

Wayne, US-117, Grading, structures and paving additional lane from US-117A south of Goldsboro south, 2.5 miles, $441,000.

Wayne, NC-55, Grading, structures and paving relocation around Mt. Olive, 6.0 miles, $340,000.

Wilson, US-264, Widening and resurfacing from Nash County line to Wilon, 10.0 miles, $350,000.

Division Five—$5,160,000

Durham, US-70, Grading and structures for dual-lane from Orange County line to US-15 & 70, 6.8 miles, $1,000,000.

Durham, US-15 & 501, New location from US-70 west of Durham south to US-15 & 501 by-passing Durham—Dual lane (Grading and structures), 4.5 miles, $900,000.

Durham, NC-751, Grading, structures, relocation and paving from NC-54 to US-501, 4.5 miles, $360,000.

Durham, US-70, Widening underpass and approaches to Seaboard Railroad crossing east of Durham, 0.5 mile, $100,000.

Vance, US-1, Paving Henderson By-Pass, 10.2 miles, $700,000.

Vance-Warren, US-1, Grading and structures for four lanes from Virginia State line to Middleburg, 13.0 miles, $2,100,000.

Division Six—$3,561,000

Bladen, US-701, Grading, structures, widening and resurfacing from junction of NC-211 to junction of NC-87 in Elizabethtown, 10.6 miles, $400,000

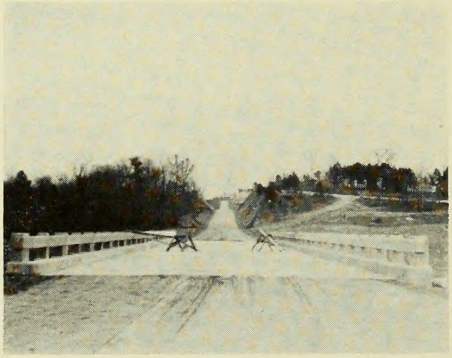
Bladen, US-701, Grading, structures, widening and resurfacing from junction of NC-53 to White Lake, 9.1 miles, $630,000.

Columbus, US-701, Grading, drainage and paving from the S. C. State line to a point 0.5 mile north of Tabor City, 2.6 miles, $180,000.

Cumberland, US-301, Grading, structures and paving from the Robeson County line north to dual-lane paving, 2.4 miles, $161,000

Cumberland, US-301, Paving from end of Project 3431 north to Eastover, 3.5 miles, $265,000.

Harnett, NC-87, Grading, structures and paving from a point near Spout Springs to the Lee County line, 7.3 miles, $294,000.



Clyde Poston, Jr., made this picture of the new bridge over Muddy Fork Creek, east of Shelby, in Cleveland County, near Oak Grove. K. E. Manney of Shelby was resident engineer. Crowder Construction Company built the bridge.

Harnett, US-421, Grading, structur and paving from Dunn to Erwin, 5 miles, $450,000.

Harnett, US-421, Grading, structur and paving from Erwin to junctic with US-15-A north of Lillington, 10 miles, $621,000.

Robeson, US-301, Paving from jun tion of US-74 north to Lumberton B Pass, 2.2 miles, $150,000.

Robeson, US-301, Grading, structur and paving from Cumberland Coun line south, 5.3 miles, $410,000.

Division Seven—$2,785,000

Guilford, US-70, Grading, structure and paving a connection from US-70 East Lee Street at Ivy Street, 2.1 mile $415,000.

Orange, US-70, Grading and stru tures for additional lane from NC-8 to Durham County line, 7.6 mile $480,000.

Orange, NC-54, Grading and stru tures for by-pass from Morgan Cree north to NC-54 west of Carrboro, 3. miles, $430,000.

Rockingham, NC-87, Grading, stru tures and paving from Reidsville t Thompsonville, 6.5 miles, $655,000.

Rockingham, US-220, Grading an structures from NC-704 south of Mad son north, 5.2 miles, $535,000.

Rockingham, US-220, Grading an structures from a point 1.0 mile nort of NC-770 to a point 2.5 miles nort of Stoneville, 3.8 miles, $270,000.

Division Eight—$3,368,000

Chatham-Lee, US-1, Grading, stru tures and paving from a point sout of Deep River north by-passing Mor cure, 5.3 miles, $625,000.

Lee, NC-87, Grading, structures an paving from Harnett County line t Sanford, 5.5 miles, $243,000.

Montgomery, NC-27, Grading, stru tures and paving from Troy to the Pe Dee River, 12.0 miles, $600,000.

Moore, Hoke and Scotland, US-1 Grading, structures, widening and re surfacing from Aberdeen to South Caro lina State line, 32.0 miles, $500,000

Randolph, NC-49, Grading, structure and paving on new location from Ashe boro to the Davidson County line, 17. miles, $1,400,000.

Division Nine—$5,100,000

Forsyth, US-158 & 421, Grading an structures for extension of Winston Salem Expressway, east, 2.0 miles $2,100,000.

Forsyth, US-158, Grading and struc tures from Winston-Salem to th Yadkin River, 8.5 miles, $850,000.

Forsyth-Yadkin, US-421, Grading an structures from Winston-Salem wes

(Continued on Inside Back Cover)

Aerial Survey To Be Made of Five Areas

The Airways Engineering Corporation of Washington, D. C., with a low bid of $57,570.85 was recently awarded the contract for an aerial survey of five areas in the State. The work involves making aerial vertical photographs of 948 square miles.

The five areas to be photographed from the air and topographically mapped are:

1. From Hildebran to Claremont.
2. From Grover to China Grove.
3. Along US 220, north and south, in Randolph County, and from Asheboro toward Siler City along US 64.
4. Madison to the Virginia line, generally along US 220.
5. Sanford to Raleigh, generally along US 1.

A topographic map of a band of topography 4,000 feet wide for 195 miles will be made to a scale of 200 feet to the inch. The firm will also make contours at five foot intervals.

The aerial surveys and contour maps will more than pay for themselves in savings of time and skilled labor. The aerial photographs and topographic maps will be used in possible relocation or other improvement of these highways. Aerial surveys have been made before on US 301 from the Virginia line to the South Carolina line, from Efland to Thomasville, from Statesville to Claremont, and from Hildebran to Old Fort. They are the basis for the present highway improvements now being made along US 301, 70, and 29.

Centerlines Painted

The State Highway Commission painted 14,237.1 miles of white centerline on North Carolina highways last year, Traffic Engineer Robert A. Burch reported. Much of the work was repainting lines rubbed off by traffic or on roads which had been resurfaced.

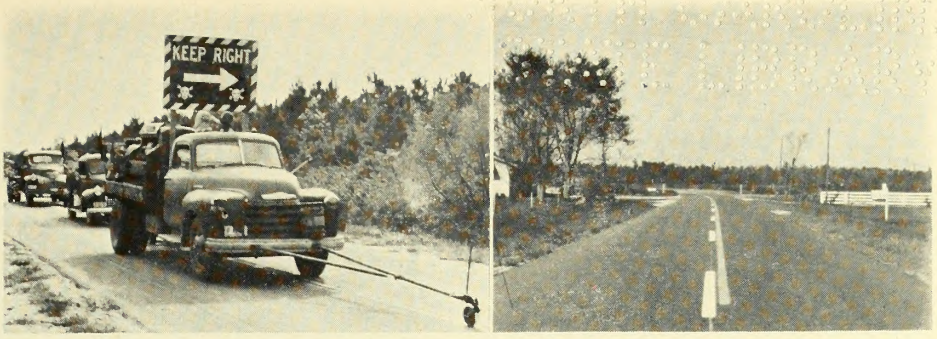
At least 6,000 miles of usable centerlines did not require repainting last year. So with 14,237.1 miles painted last year, the State now has approximately 20,000 miles of well-centerlined highways.

Another 6,552.3 miles of yellow warning or "no passing" lines were placed along many miles of the 14,237.1 miles of white centerlines. Yellow lines are placed where the sight distance for a motorist is 600 feet or less. Burch stressed that placing the yellow line is strictly for the driver's safety. It warns driver to stay in his right lane and that it's dangerous to pull over into the left passing lane. He urged motorists to take advantage of the yellow warning line and not run the risk of an accident by crossing it.

Burch said it takes about 6.45 gallons to paint one mile of highway. Last year a total of 180,847 gallons of paint were used in centerlining. The paint is manufactured in the paint plant of the Prisons Industries at Central Prison. For greater night visibility, the paint is premixed with reflectorized beads which shine at night. A reflectorized centerline adds safety to night driving.

The Commission follows the nationally recommended standards of 15 feet white paint with a 25-foot skip between. It saves paint but gives same effect as a continuous line.

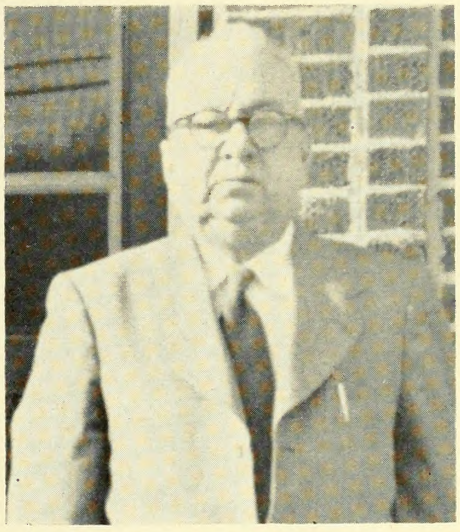
Of the 14,237.1 miles of white centerlines painted last year, 33 per cent or 4,696.1 miles were painted on the heavily-travelled Federal or US routes while 31.1 per cent or 4,436.2 miles were painted on State or NC routes. A total of 5,104.8 miles or 35.9 per cent were painted on county roads which usually require repainting every three years. The Federal routes on primary highways which carry big volumes of traffic usually must be repainted annually since heavy traffic wears it off. The Commission hopes to eventually centerline all paved roads.



A typical centerlining operation is shown on left while the right shows the finished product. Last year over 14,000 miles of white centerlining were placed by the highway sign crews on the State's highways and roads.

Dust Control Studied

Engineers of the Calcium Chloride Institute have been conducting schools to better acquaint the State's highway engineers with the properties and uses of calcium chloride in dust control on unpaved roads. Division engineers, their assistants, district engineers, maintenance supervisors and key supervisory foreman from each county have or will attend these schools. The first meeting was held March 2, in the Greensboro division office for the Fifth, Seventh, and Ninth Divisions; the second school was held at the prison camp in Greenville, March 14, for the First, Second and Fourth Divisions. Three other calcium chloride schools with date, place, time and divisions involved have been scheduled: March 15, Fayetteville, prison camp, 10:30 a.m., Third, Sixth and Eighth Divisions; March 16, Charlotte, district office, 10:30 a.m., Tenth, Eleventh, and Twelfth; March 17, Asheville, Craggy Maintenance shop, 10:30 a.m., Thirteenth and Fourteenth.



David Baxter Thomas, Division Equipment Superintendent for the Seventh Division, was stricken by a heart attack and died January 27. He had been attending a meeting in Raleigh regarding the proposed changes in the social security and retirement program. Thomas was a long-time and faithful highway employee. He was held in high esteem by many State employees, not only in the present Seventh, but also in Raleigh and Durham where he had worked previously.

N.C.S.H.E.A. Association News

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SICK LEAVE EXEMPTIONS—under conditions—now allowable under new Federal Income Tax Law. Sick leave is not taxable in certain cases, retroactive to 1/1/54; the employee must have had his pay continued while absent from work because of illness or injury; if employee was ill and not hospitalized for at least 1 day during the period of illness for which his pay was continued, the first 7 days of such pay is taxable; if employee was ill and was hospitalized for at least 1 day (not necessarily during the first 7 days) the entire period during which sick leave was paid is excluded from tax; if employee suffered personal injuries, the 7-day exclusion does not apply and he does not have to be hospitalized to gain the tax benefit. The maximum amount you can deduct during any one week is $100. There is a special space on the Forms 1040 Tax Returns to show this deduction. The regular W-2 Withholding Tax Receipt does not reflect sick-leave payment, but the employee can make the deduction, and the deduction can be verified if necessary (later when returns might be audited) from the department employing the claimant. It is suggested that where such claims are made on Tax Returns, the employee attach a statement to the return showing dates, department, regular salary, etc. so it can easily be verified if Internal Revenue feels it necessary. This deduction can easily save quite a bit of tax to some of our employees who might have been out several weeks, sick leave, and where pay was continued on Workmen Compensation Claim (employee elected to receive sick-leave while out) that can be deducted also under the injury feature from first day. If in doubt about filing, check with your local Tax Agent.



When Durham County employees had a Ladies Night recently, District Engineer Merle T. Adkins was there with his pretty wife. Next, Mr. and Mrs. Hoyle Thacker, Mrs. Lelly Sparrow and Monk Webb enjoyed themselves at the party.

FISK TIRE CONTRACT has been renewed for another year, beginning January 1, 1955. It is hoped that the membership will avail themselves of this contract and make order for tires through the Association Headquarters, affecting a considerable saving in purchases at discount.

RETIREMENT—I note in the monthly reports I receive from the Retirement System on Highway Employees retiring, the number is gradually increasing each month. The month of January saw a total of 9 employees retiring, with 3 for disability, and I have cleared several more that are now pending. If and when you decide to apply for retirement—be sure of your rights before you sign up and protect yourself or family from possible loss. You have the rights to certain options, which will gladly be explained to you if you will just advise. Always remember, if you select the maximum, and receive at least one retirement check, then should die the balance of your accumulations are lost to your beneficiary.



Highway employees of Warren County and their wives enjoyed a tasty turkey supper at the prison camp mess hall in December. Special guests were the Joe Cutchins, H. J. Alford and Mrs. Branch of Durham, Mr. and Mrs. W. W. Taylor, Jr., and John H. Kerr, Jr.

SOCIAL SECURITY—RETIREMEN —still in the forefront. The Board Trustees met on 1/4/55 to consider fin report from the Actuary on plans f coordination. The Board felt that view of all the publicity on this, th should make some decision and allo the membership to express their opi ions thru the right to vote; also, bringing in and introducing their ov bill, it was felt our rights would protected in maintaining certain gai and certain benefits we had previous established. That was the one thing th had made many of us wary in the pa about this coordination, but after co sidering the new bill, which guarante our rights, the prospects look a gre deal better. A meeting was called Raleigh by the Chief Engineer on 1/ to explain this to key personnel fro all over the State, with Nathan Yelto of the Retirement System explaining detail, and Mr. Edwin Gill, Sta Treasurer and Chairman of the Boar present. Under the proposal, the 3 year retirement feature, 20-year ves ing rights, 60-year retirement on a plan, all will be maintained, eve though some reduction in the future. A credits for past service, on the fu system plan of 5%, etc., will be mai tained to the date of coordination. Di ability will be maintained for the fu 5% allowance in the future. The coord nated plan would be for payment of 2 into Social Security up to $4200 annu salary, and 3% into the Retiremer System—from $4200 annual salary the limit (ceiling removed), you woul pay 5% into the Retirement Syste Employee pays no more, simply pa 5% from $1 to the limit of his salar with 2% being turned over to Soci Security up to $4200 salary, the balan remaining in Retirement System. 1960, the cost goes up to 2½% for S and that is the time we must guar against any attempt by the State to c our own System below the 3%, whic is the minimum the Board is willing t accept and the Actuary says will co tinue a good System. We are told b our Actuary that the great majority wi gain benefits by the coordinated pla and that nobody will lose by it—there fore, how could we vote it down? I fe sure the State will continue its obliga tion, and maintain the minimum Syste

al by picking up SS, the reduction we ght have in the future from our own stem being reduced somewhat will more than offset by gains from SS. ere are certain quarters required for verage under SS, there are many nifications, too many and too com- cated to explain herein. The bill is to introduced in the General Assembly, al if adopted (no budget increase will requested, as Actuary says we can erate on budget already approved by visory Budget Commission) you still l have at least 90 days prior to actual e. During that time we will hold a ies of meetings all over the State furnish you with facts, figures, actual es showing comparison between the l plan and the new plan, so that you l know just what to vote for or ainst. The vote will be "against the k" by ballot, to be taken locally u our own supervision. At least a jority of the eligible members of the

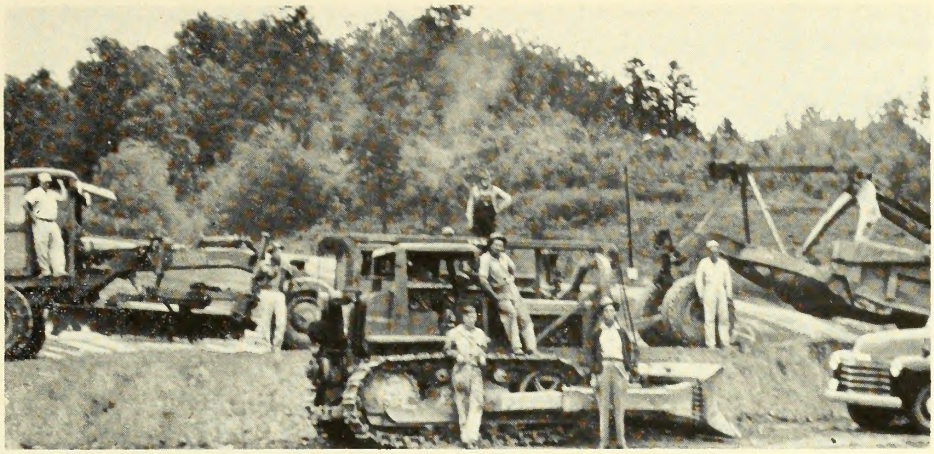


There was a big rock slide on NC near the Wilkes-Alleghany County e, abont 17 miles southwest of arta, in December. Traffic was not cked although about 700 tons of ck were removed from this slide.

tirement System must vote in favor the new plan before it can be put to effect. Approximately 65,000 belong the System, meaning at least 32,251 ust vote in favor, or the plan will t carry. Frankly, I have been against since the first plan came out for inte- ation 4 years ago. We have made ips to Washington to successfully vith help of other organizations) have tablished Retirement Systems exempt- from the Act. However, now that I n see that our own rights and privi- ges will be maintained in the future, d all prior credits maintained, I have en "converted" because I think it the best for the vast majority of our embers, while nobody will actually se any ground.We will need help to t the bill adopted, and will keep ght on the ground at all times. If and when adopted by the General Assembly, then we go to work over the State to propertly inform every person prior to the actual vote. In every case I have personally handled recently, the person would have been entitled to more benefits for the same service and salary under the coordinated plan proposed than actually receiving now, plus the fact the wife at age 65 would be entitled to an additional payment. All these facts will be "in black and white" for you later so you can study the facts.

THEY SAY—what some people need is more horsepower and not so much exhaust—graveyards are full of people the world could not get along without (they thought also they could not be replaced in their jobs, but the work is still going on, perhaps even better than before)—matrimony is an institution in which the man loses his bachelor's degree and the woman gains a master's —a certain highway employee, well known for being close-fisted, has made his will and is leaving all his wealth to the widow of the unknown soldier— ain't life a mess?

Otis Banks, Secretary



Some of the Jackson County highway employees who did the grading for the new 14th Division office and shop in Sylva are pictured above. From left, standing in the motor grader door is operator Bill West. The man at the grader wheel is foreman Henry Bryson. From left, in front of dozer: Ray Bishop and Supervisor W. T. Madden. Standing on the dozer: Alvin Moore and Major Hooper. At the wheel of the pan is foreman Wayne Caldwell.

Likes Manual

Dale Medsker, chairman of the engineering committees construction section of the National Safety Council, recently wrote Traffic Engineer Robert Burch saying:

"Bill Derrick of the Georgia Highway Department has loaned me your very fine work dealing with the road construction signs that you have recently released. This is one of the best jobs, if not the best job, that we have seen produced by any of the State Highway Departments and we would like to compliment you on your excellent work."

The revised "Guide for Construction Signs" was prepared by Burch's traffic engineering department. Available to all road contractors, the manual should standardize signing on all construction jobs.

The hardest work is the job you don't want to do. Time wasted is existence; used, it is life. Do not kill time; it has no resurrection. Laziness travels so slowly that poverty soon overtakes it. Tomorrow does not belong to you — do it today.



Some of the boys who keep the roads in good shape in Cabarrns and Mecklenburg Counties are from left, W. M. Russell, section foreman; Carroll Carr, guard; Charles Estridge, T. D.; Vern Phillips, seetion foreman helper; Marvin Jones, motor grader operator; and Ernest Hnnter, section foreman helper.



One of the prettiest scenes during the big January snow was the Tenth Division Office building in Albemarle.

Questions Answered On Social Security

QUESTIONS AND ANSWERS:

Q. Man retires at 65, can earn up to $1200 per year without reduction in SS; wife at 65 get ½ his primary benefit—can she work? A. Yes, same $1200 applies.

Q. Unemployment is covered under SS for weekly payments if out of work, will that apply to us under SS. A. No, public employees exempt from this under the law.

Q. I signed a non-election blank in 1941, can I belong to SS if this passes? A. Yes, you will have to. Also, you can belong to the Retirement System if you wish to come in now as a new member, no prior service.

Q. Some prison employees are under Law Enforcement Plan, will they come under SS? A. Law exempts "police" and clarification is being sought on this now. Is Possible.

Q. Will disability be reduced? A. No, remains at the present level.

Q. What happens to funds already paid in? A. Protected under Constitutional Amendment and cannot be diverted. We act only as collection agency for SS, they will handle their own funds and retirement, we will continue to handle ours as in past.

Q. If coordinated, can I still withdraw funds on separation? A. Yes, that part in our own System; there is no withdrawal of SS funds.

Q. If come under SS, I understand we have to retire at age 65. A. No, you work just as long as your superior will allow so far as SS is concerned. Our own law would remain as it now is.

Q. I am past 65, so SS would not help me would it? A. Yes, you begin work under SS at any age and qualify.

Q. Any disability under SS? A. No, but if coordinated can retire at full disability under our own System, can freeze SS account as allowed by law, and collect SS later.

Q. Just what ways can SS pay anyone? A. You must live to age 65, or die and leave widow and children under 18 in order to collect from SS.

Q. How do widows and children collect? A. On death of covered employee, if children below 18 the widow and each child collects until the children reach age 18; payments then stop until widow reaches 65, when she again is paid a benefit. Maximum that can be paid to any family under survivor benefits is $200 per month regardless of number of children.

Q. If die on the job, how are we affected? A. If die prior to retirement under our plan, only a refund of contributions (plus interest) is made, and will continue to be made. SS would pay widows and children under 18 as explained above. If no children under 18, widow would not collect anything until she reaches age 65.

Q. Are Military Service Credits allowable on SS? A. Yes, if you desire them. You can drop them out, or drop any old account, if you have been away several years out of SS, as the years out with no earnings on SS would lower your average salary.

Q. Can I still retire at age 60? A. Yes, and if properly covered can get SS also at age 65; intervening years at no SS earning would reduce your average salary and thereby reduce your SS payment. Can get option at age 60 under new plan to pay you more, with adjustment made at 65 when SS comes in; this would provide same level month payment over entire life expectancy.

Q. How many quarters must I wo to be covered? A. Varies; if 63½ yea of age or older on 1/1/55 (date of ne plan), can be covered in 18 mont (6 qtrs); younger people, more quarte reqnired. Just plan to work to age to get maximum allowed.

Q. What is minimum and maximu under SS? A. $30 minimum; maximu for single person covered is $108.50 p month, plus wife's portion if she is a 65.

Q. Can I work after retirement und SS? A. Yes, but can only earn to $12 per year before SS benefits are reduce This is salaries and wages only as i come.

Q. Will temporary employees covered? A. Yes, for SS only.

Q. If go under SS, can we stop late A. No, once under, remains that way.

Q. What about future costs? A. goes up ½% each 5 years beginning 1960, until it reaches 4% in 1975. B lief is that State will not reduce belo 3% in our System, even when SS a vances; Board is on record as opposi anything less than 3%.

Q. If retroactive to 1/1/55, how wi collect SS? A. By taking 2% to $42 from the contributions you have alread made since 1/1/55—you won't kno the difference.

Q. I have a wife under SS—can w both retire at 65? A. Yes, on individu accounts if so desired, or wife can a cept her ½ of husband's primary ben fits, whichever is greater.

Q. Does "survivor" mean husba must be dead? A. No, wife at 65 wi husband living is called a survivor a collects her share if he retires.

Q. Do I have to die on the job collect SS? A. No, if you are covere you can die any place you wish (and survivor benefits are paid as pr vided above.

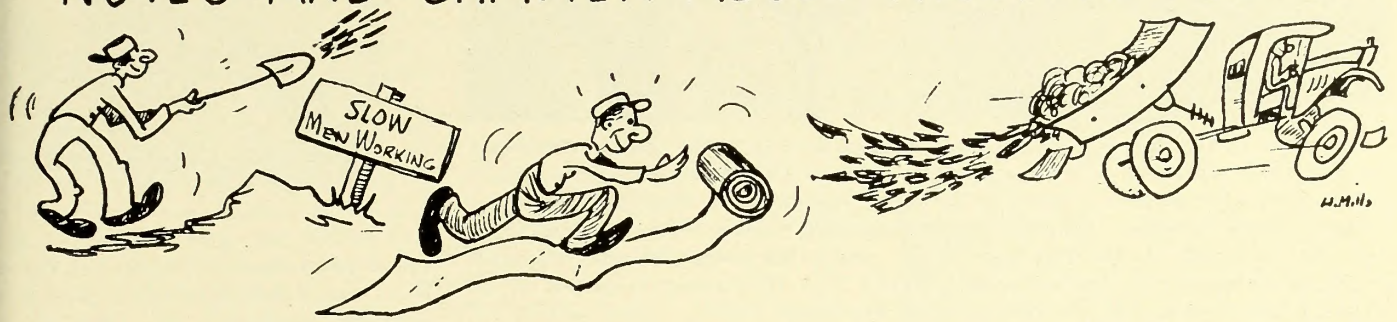
Q. Can I leave the State and wit draw funds at age 65 in lump sum, an still get SS if covered? A. Yes, you ca withdraw if you wish, and file for S also.

Rogers Speaks

When the North Carolina Section the American Society of Civil Engineer held their one-day winter meeting i Raleigh, in January, at N. C. State Co lege, State Highway Engineer W. Rogers, Jr., gave a review of the State highway needs, problems and recer accomplishments. He stressed that th highway program was in great need a sympathetic understanding by th public.

TAR WHEELS

NOTES AND CHATTER ABOUT HIGHWAY PEOPLE



HEADQUARTERS

BRIDGE NEWS . . . Welcome to *Mrs. Eleanor Taylor;* she replaces *Mrs. Mary Ellen Watson* who recently resigned as typist-clerk. . .Sympathy to *Worth N. Bailey* in the death of his father, January 14. . .*Mr. and Mrs. O. W. Reagan, Jr.*, announce the birth of a daughter, January 25. . . *Mrs. Alene Foltz*, stenographer-clerk, and *A. J. Hughes* have both recently moved their respective families into new homes . . . Two State College students, *Albert P. Parker* and *Mitchell Quabelly*, are working part-time in the bridge drafting room. . .*The Jack Parkers* are delighted with little Kathryn Anne, who was born February 8; the father is in the structure survey division.

FROM the Equipment Depot . . . *Grover B. Woodell* retired January 1, after more than 33 years of highway service . . . He came with the Commission in 1921 as a mechanic . . . In 1928, he was promoted to mechanic foreman, a position he held till his retirement . . . Two men came with the Commission in December: *R. V. Pearce* as an auto parts clerk, and *Freddie McCoy* as a laborer in the truck shop . . . Three other men will soon round out one year's highway service: *B. A. Gargis*, an auto painter; *C. R. Stancil*, a mechanic; and *H. M. Wall*, an auto parts clerk . . . *James F. Permenter* was in the hospital for several weeks but is better now.



These three attractive ladies are employed as secretaries in the new Eighth Division office at Aberdeen. From left, that's Mrs. Sallie Hulak, Mrs. Elizabeth Wooten, and Mrs. Peggy Wilson.

FROM STATISTICS . . . *Marie Hall* is home from the hospital now and recuperating from injuries received in a car wreck at Christmas . . . *Mrs. Benita Arnold* was recently employed as secretary to *A. E. Bevacqua* . . . *Don Corvin* married Lula Ann Hunter of Spencer, March 12 . . . *Harvey Baker, Jr.*, of Elkin resigned recently; he was replaced by *Dewey York, Jr.*, also of Elkin.

ROADWAY NEWS . . . One of the Wolfpack's biggest boosters, *Dan Allen*, was always on hand at the Coliseum whenever the Pack played . . . *Martha Farley* has transferred to the Department of Archives and History as a museum curator . . . Three draftsmen have recently gone in service: *Carl Stephens* and *Noel Blackard* to the Army Air Force; and *Scott Singleton* to the Army. . .*William* and *Nelle Barkley* took in part of the Mardi Gras when they spent a week in New Orleans.

PRISON NEWS. . .The *R. G. Kings* spent Christmas in Florida. . .The following folks have been on the sick list recently: *Mary Bass, Mildred Baker, Dorothy Starling, Virginia Clement, Levie King, Hazel Keith, Ozelle Hare, Walter Bryan, Mildred Ferrell, Martha Upchurch, Betsy Penny*, and *Margaret Pollock*. . . The four new employees are *Cova Smith; Martha Upchurch; Otis Kirby*, extradition officer; and *Herbert S. Beall*, prisoner classifier assistant.

THELMA BRYAN of Federal Contact Engineer *R. R. Trevathan's* department resigned recently . . . She bought and will manage a small variety store in Garner. . .Owning her own small business has been a long-time ambition for *Thelma*. . .She is wished lots of luck in the venture. . .The name of the store? "*Thelma's.*"

STATISTICS. . .*Cecil Stearnes* spent a recent week of vacation at home. . . *Freda Webb* took a week off to visit her brother and his family in Danville, Va. . . .*Mary Wilkinson* was home with laryngitis for two weeks. . .*Edith Lynn Crocker* worked briefly to help get out the income tax forms. . .Three people



The man who keeps things running smoothly in the Eighth Division office at Aberdeen is Office Engineer Ed Darden. He's been with the Highway Commission for many years and has been doing a fine job. As ROADWAYS' division correspondent, Ed also keeps up to date on all the news in the division.



The folks in the Raleigh Equipment Department had their annual Christmas party the last afternoon before the holidays. Small gifts were exchanged; cokes and cookies were served. From left to right, seated, Mary Lou Huffman, Vera Graham, Doris Barham, Frances Stephenson, and Becky Griffin. Second row, standing, from left, J. R. Ray, Essie Ruth Jones, Mary Jane Harris, Margaret Seagroves, Sarah Peels, Joanne Daniels, Myrtle Wall. Third row, from left, R. G. Setzer, Lloyd Young, Dot Stevens and Ivan Hardesty.

were out with flu: *Sam Smith*, *Sherrill Montgomery*, and *Mary Turner;* they're all back on the job now.

BITUMINOUS NEWS. . .The *Ed Gills* drove to Florida over Christmas; they drove down the east side and came up on the west; saw "Doggie" Weathers. . . *John Walton's* son was hospitalized briefly over Christmas. . .*Tom Fahnestock* and his son have been spending some time at their camp near Buggs Island . . . *Bill Ware* took a week off at Christmas to do some painting around his home . . . *Pauline Pleasant's* mother is recovering from a broken knee cap; she fell while on a visit in Florida. . . .

"WILLIAMS" is a popular name in the Right of Way Department . . . There are three by that name: *Linnette*, a secretary in the Raleigh office; *A. Z.*, a right of way engineer in the Raleigh office; and *Sam*, the senior right of way engineer of the Fourth Division in Wilson.



Some of the folks in the Sixth Division office in Fayetteville enjoyed the novelty of the recent big snow. From left, see, Clara Moran, District Engineer Sam Wilson, Sadie Doby, and Office Engineer Steve Ammons. Clara and Sadie are secretaries.

SYMPATHY goes to *Jewel Kidd* of Public Relations in the death of her father . . . To *Jack Munns* of Purchasing in the death of his grandmother . . . And to *Fred Waller* of the Laboratory in the death of his mother-in-law in Greenville.

EQUIPMENT NEWS . . . Governor Hodges recently appointed *Col. Ivan Hardesty* a member of the N. C. Armory Commission; *Hardesty* is chief equipment engineer . . . *Mrs. Lydia Kornegay* has transferred from roadway to equipment as secretary to *Lloyd Young;* she replaces *Becky Griffin* who resigned . . . *R. L. Cox*, division equipment superintendent at Biltmore, was transferred to Greensboro to take the late *D. B. Thomas'* place as division equipment superintendent of the Seventh . . . *J. M. Kistler*, shop foreman at Charlotte, was transferred to Biltmore to take *Cox's* place . . . . Sympathy is extended to the family of *G. A. Holt*, a mechanic at Albemarle, who died February 4; and to the family of *James W. Bridgers*, a mechanic at Wilson, who was killed in a car wreck in December . . . *Joan Daniels* and her husband, Ted, who is just out of Army service, have recently bought and moved into a home on a farm at Rolesville; they did live in Fuquay Springs . . . *Essie Ruth Jones* and *Mary Jane Harris* are back on the job after brief bouts with flu.

JIMMY VAUSE, a right of way engineer, resigned January 25, to go in service.

AVIS KNIGHT has been to Langley Air Base, Virginia, to see her fourth grandchild, Lawrence Knight, who was born January 28 . . . *Virginia Hassinger's* youngest son, Bobby is back from 15 months with the Army in Japan; he's now working with DuPont in Kinston. . The *Louis Payne's* were visited after Christmas by their daughter, Pat (Mrs John) Stewart of Morristown, New Jersey; *Pat* was here with her baby daughter.

HOME-BUILDERS . . The *Jack Munns* are building on the old Millbrook Road, off Six Forks Road, while the *Sam Badgetts* are building in the Timberlake section.

THE LOCATION Department was saddened by the loss of one of their top men: *Garland M. Lloyd* . . . He died suddenly from a heart attack, February 5 . . *Lloyd*, 37, was the son of the late Kerney M. and Nannie Long Lloyd . . . In addition to his mother, he is survived by two sisters and four brothers. . . .Stationed at Morganton, he had worked on many important highway locations in that area.

STATE Maintenance Engineer *B. W. Davis* and his wife celebrated their 32nd wedding anniversary, February 10.

Flora McDonald took time off to attend some of the bridal parties recently given for her niece, Jimmie Southgate, in Durham.

BOBBIE Burch, son of our Traffic Engineer, was recently made an Eagle Scout . . . He's a student at Broughton High School.



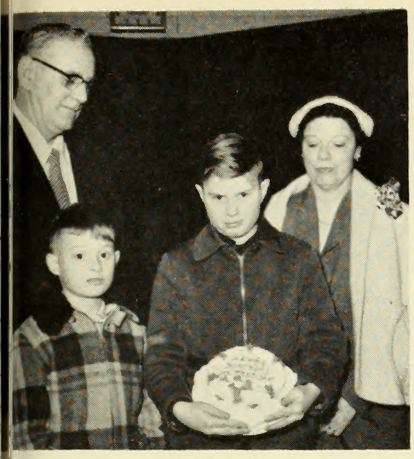
Jean Cline, secretary in the Twelfth Division office, stands beside two snow men built by some of the folks at the Shelby office.

DIVISION ONE

SHIRLEY CALLIS
Division Correspondent

NEW FACES . . . The *M. E. Twifords* of Manteo announce the birth of a daughter, Debra Ann, November 8 . . . *Mr. Twiford* is a ferry pilot on the East Lake Ferry . . . *Mr. and Mrs. W. H. Jones* of Manteo also have a new baby daughter . . . *Mr. Jones* is a machine operator.

BACK ON THE JOB . . . *P. L. Smith*, bridge tender on the Currituck Sound Bridge, is at work after being ill for a month . . . *A. H. Etheridge*, bridge tender on the Roanoke Sound Bridge at Nags



ebrnary 18 was J. L. McDonald's nday so the crew at the Wilson eting of the Association that night rised him with a birthday cake. ppy Birthday, Mr. President" was ten across the top in red icing. 's his youngest grandson, Kenneth, he left, and Harry is holding the . Mr. and Mrs. McDonald are in the .

l, is working again after a ten-months illness . . . *W. B. Creef* is back on at the shipyard after recuperating a severe accident last January.

ECENT OPERATIONS . . . *Mrs. W. Hofler, Jr.*, is home now after an ear ation in Duke Hospital; her husband gang foreman . . . Frances Newbern, ghter of section foreman *W. W. New-*, was in the DePaul Hospital for an ation; she's a student nurse.

ET *Shirley and Bruce Callis* to tell about their fine new home they on the St. John Road near Ahoskie.

S. VICK, bridge tender on the Hert- bridge, spent three weeks vacation- in Jacksonville, Florida.

DIVISION TWO

JASPER L. PHILLIPS
Division Correspondent

HE SECOND was saddened by the nt death of *H. H. Wesley, William Cox*, and *Wilbur P. Jenkins* . . . *ley*, 60, was a county engineer with Highway Commission in Beaufort nty in 1930. . .He was with the county .C. stores from 1936 to 1944 when he rned to the Highway Commission . . . he time of his death, he was district neer at Washington . . . He is sur- d by his wife, the former Grace vendor; and one son, Harold H. ley, Jr . . . *Wesley* was a member of Methodist Church and the Belhaven ge No. 509 A.F.&A.M. . . . *Cox*, 42, employed with the Commission in Washington; he was a member of the Zion Episcopal Church and Tau Tribe, Improved Order of Red Men . . . *Jenkins* died January 18; he was an employee in the Equipment Department of the Second . . . The services of these three men will be greatly missed . . . Sympathy is extended to their families and friends.

PITT COUNTY Equipment employees with their wives and husbands met at Respess-James, December 17, for their annual Christmas dinner party.

THE LENIOR County highway employees had a county unit meeting of the Association Friday, February 4. More than 60 folks were on hand for the festivities . . . Barbecue with all the trimmings was served . . . Following a short business meeting, the group square danced.

GET WELL wishes go to Carolyn Louise Smith, daughter of W. K. Smith, who had an appendectomy . . . And to *L. L. Linton, R. M. Spear*, and *T. L. Sutton.*

SEVERAL men have been on vacation: *L. C. Bunch, Jr., Bratha Abee, I. E. Stowe, A. W. Sumrell*, and *S. D. Whaley.*

LEON B. COX, mechanic at the division shop, happily reports that construction has started on his new home in College Court.

MASTER Charles (Chucky) Brown came all the way from New Haven, Connecticut, to visit his grandparents, *Mr. and Mrs. J. L. Briley.*

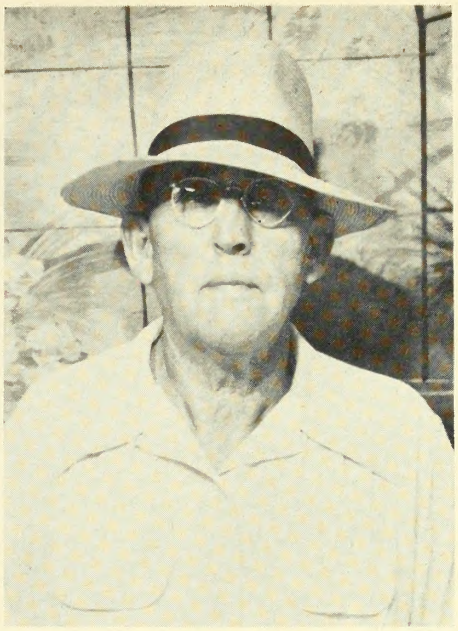
FOUR MEN have recently been serving on jury duty: *C. R. Gold, H. L. Vincent, Alton Bunting* and *L. C. Bunch, Jr.*

SYMPATHY goes to Mrs. E. M. Woolard in the death of her brother, Bruce Manning of Hookerton.

IT'S a new son for *Mr. and Mrs. L. C. Bunch, Jr.* . . . Harrell Van Bunch arrived January 4.



Mrs. Helen Pringle is the capable and cheerful secretary in the District One office of the Seventh Division in Greensboro.



After 29 years of service, Marvin Rose Starling retired December 1, 1954. He worked with Cumberland County prior to 1931 under L. E. Whitfield. Before his retirement, Starling was section foreman assigned to the Suttontown area. He made a lot of friends in that area who will miss seeing him going up and down the road.

Starling was born in 1889 in Cumberland County. He was married to Vara Mathews, now deceased. They had three children. His second wife is the former Ella Smith Coker.

Much health and happiness is wished Starling in his retirement.

CONGRATULATIONS to *Mr. and Mrs. Rufus J. Allen, Jr.*, upon the birth of a daughter, Jewel Annette, December 3 . . . The father is a highway inspector with Construction at Kinston.

J. G. SMITH of Comfort spent an enjoyable week vacationing in Miami with his brother who lives there . . . They went fishing.

BEST WISHES to *Stanley Acton West* upon his marriage December 3 . . . *West* is a maintenance employee at Kinston.

DIVISION THREE

IRENE L. WORLEY
Division Correspondent

PERSONNEL CHANGES . . . The following men became permanent employees January 1, in the Maintenance Department: *W. J. Carter, G. W. Jordan*, and *L. A. Ramsey* . . . *J. F. Tatum, Jr.*, came with Road Oil, December 1 . . . *J. O. Ruddell*, engineering aide I, joined the Commission, January 17, and is on construction in Burgaw . . .*E. C. Chamblee*, engi-



Folks in the division office at Wilson had a brief snowball battle after the big snow in January. From left, that's D. B. McMichael, Mrs. Nancy Boykin, Tom Wilkins, C. E. Moore (behind Wilkins), Mrs. Audrey Perry, and Miss Mary Burgess.

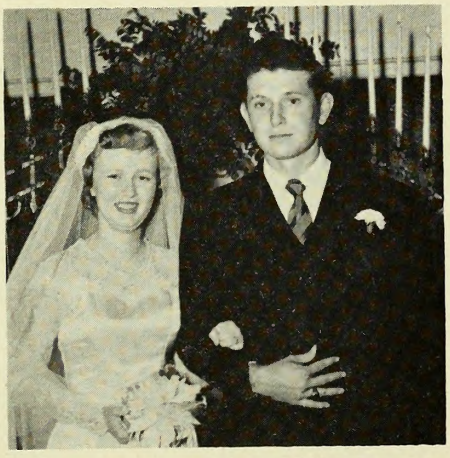
neering aide I as of January 1, is working with construction in Wilmington.

TWO MEN in the Third were promoted January 1, from engineering aide I to engineering aide II: *C. T. Preston* and *A. H. Griffith* . . . Congratulations to both men upon their deserved promotions!

SEVERAL folks have been sick in the division . . . They are *Bob Ashworth, Glen Angel, Twiggs Randall, Charlotte Wallace, J. D. LeGwin* and *Irene Worley* . . . None were seriously sick and they're able to work again.

W. M. Ingram takes his basketball seriously . . . He didn't miss a State College game in Raleigh this season.

VISITING . . . The *T. T. Carrolls* visited their daughter in Georgia recently . . .



Tom Wilkins, Jr., of Wilson poses for a wedding picture with his pretty bride, the former Jo Ann Phelps of Aulander. They were married December 4. Tom Jr., is the son of Tom Wilkins, landscape supervisor in the Fourth. The junior Wilkins is an engineering aide I with construction.

A former highway inspector, *J. F. Murray*, came by to see the construction department in Wilmington; Murray is stationed with the Army in South Carolina.

GET I. J. ROBINSON, section foreman, to tell you about the new little girl at his home . . . She was born January 31, in the Sampson Memorial Hospital.

CYRUS RHODES took a few days off for a check-up in the Clinton Hospital . . . *E. C. Tyndall* spent two weeks in the Kinston hospital also for a check-up.

DIVISION FOUR

WADE H. PRIDGEN
Division Correspondent

GOOD LUCK is wished *David Hancock* in his new job with Armco . . . *Dave* had been with the Location Department for several years; he will be replaced by *R. T. Mitchell.*

NANCY and *James W. (Squirt) Boykin* have recently moved into their new home on Thurston Drive in Wilson . . . *Nancy* is a typist-clerk in the division office.

IF YOU MEET something like a bluebird in the Fourth, it's *J. L. (Rat) Williams* in his new '55 Fairlane Ford . . . *Howard Felton* is sporting a new red Plymouth.

WELCOME to *Marvin T. Roberson* of Tarboro who is back from military leave and was reinstated as a truck driver . . . And to *John Peterson* of Enfield who had been a temporary laborer since 1950 and was made a permanent employee December 1, as a section foreman helper.

SUPERVISOR and Mrs. *C. W. Lewis* took their daughter, Mrs. S. J. Arbes, and granddaughter, Ann Lewis Arbes, of Scotland Neck, to Florida for a ten-day vacation . . . They drove and took many spots of scenic and historic in est.

BEST WISHES go to *Lynwood L grove*, section foreman of Tarboro, retired January 1, on physical disabi

AFTER more than five years with Commission, *W. C. Edwards* recently signed to work with the Shelton Lo Company of Wilson.

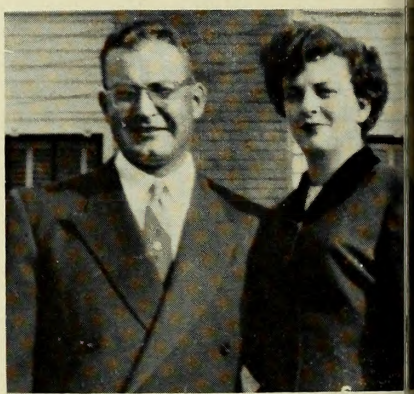
NEW FACES . . . *C. F. Williams*, N County district mechanic, has a grandson who was born January 13 . *Mr. and Mrs. Joseph Tedder* anno the birth of a daughter, Patricia December 28 . . . Tedder is a Wi County section foreman . . . *Mr. and Carl W. Blackman* are mighty prou their little girl who recently arrived.

GET WELL wishes go to *J. B. Mann* Nash County section foreman, who confined in a Rocky Mount hospital treatment . . . To Bettie Lou P daughter of gang sub-foreman and *Jesse B. Price* of Halifax, who had appendectomy . . . And to the follo maintenance employees who have on the "sick list" for some time: *Lo W. Sharpe*, section foreman helper Macclesfield; *B. F. "Buddy" Adams*, man of Roanoke Rapids; *R. A. Fre* truck driver of Halifax; and *Paul G.* section foreman of Macclesfield.

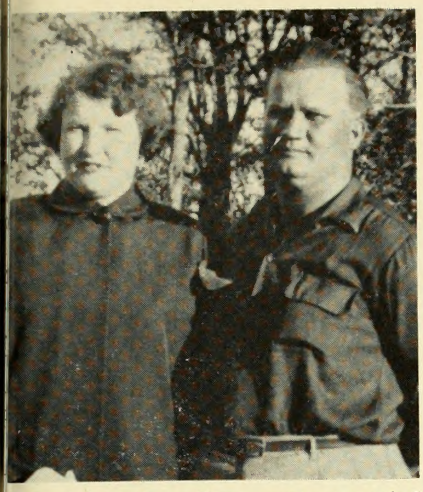
AUDREY PERRY had the best Ch mas ever since her husband was hom leave from the Army . . . *Audrey* stenographer in the division office.

PRISON supervisor *Hoyt B. Nic* finally struck water . . . He had without water for some time.

SYMPATHY goes to the family *James W. Bridgers* an employee in division shop, who died from injuri



Kirby Allen Rouse, Jr., was mar to Sara Taylor last October in Kin at the Westminster Methodist Chu The bride will graduate in August f the Wilson School of Nursing. couple is making their home in Kin as the groom is a highway inspe with Construction. He has over e years highway service.



The Oscar Ray Lees were married nuary 2, in a candlelight ceremony the Kenner Methodist Church of nton. The bride is the former Norma n King. The groom is a pan opera- with the Maintenance Department Sampson County.

automobile accident . . .And to *E. P. once*, division engineer, in the death his brother.

CHARLIE MILLER is still talking out the fine trip he and his family took Florida over Christmas.

IT'S GOOD to have *Mr. Ezzel* back the job after a long illness . . . *M. D. nning* is also back after an operation the Rocky Mount hospital.

GEORGE BRINKLEY was m.c. of a NC-IEA meeting of Wilson chapter, Febru- y 18, at the division highway shop . . . ecial guests were *Sarah and Earl ump, Ed Koonce, Tom Grantham, T. J. Kim*, Association President and Mrs. *L. McDonald, Bratha Abee* and *Anne kew* from Greenville. After a barbecue pper, C. P. Deyton of the State Re- ement System told the group about e proposed integrated retirement and cial security program . . *Vernice Ben- n* did a fine job of making arrange- nts for the meting.

DIVISION FIVE

J. W. JENKINS
Division Correspondent

PERSON County maintenance employ- s enjoyed a chicken stew at the Amvet ut January 28 . . . *H. G. Gates* of Rox- oro was host for the meeting. . .*Otis anks* explained the proposed social se- rity and retirement program for State orkers.

CONGRATULATIONS to *B. F. Vaughn, L. Lawrence* and *G. E. Crutcher*, all ng foremen, who have recently been omoted to Supervisory Foremen. . .It is well-earned promotion for each.

GRANVILLE County had its share of snow this year . . . Highway employees who cleared the roads of snow hope they have seen the last of snow this year.

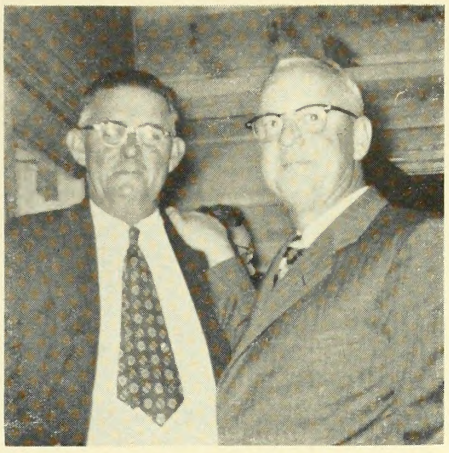
DURHAM County employees held their annual Ladies' Night at the Lake Michie Police Club, Friday, December 3 . . . Barbecue and brunswick stew were served . . . The evening was topped off with square and round dancing . . . Guests included maintenance employees of Person and Granville counties and folks from the division office . . . Special thanks goes to *Kirk Duncan, J. H. Belton, and L. L. Lawrence* of the entertainment committee; and to the cooks, *Shortie Hudson* and *C. J. King*.

THE LAST afternoon of work before Christmas, the division office gang had a party . . . Sincere thanks go to *Dot Hilliard, Carol Barnes, Mattie Hall* and *Ruth Mangum* who prepared the fine food and decorated the tree . . . Prison superintendent *M. S. Hodges*, a former sheriff of Rockingham County, has a new badge to wear.

ROY BEARD, Maintenance Supervisor in Granville, reports his bachelor days are over now that Mrs. Beard is back home from a Florida vacation.

THE H. M. FULLERS are enjoying their new home in Macon . . . Moving day was January 15 . . . *Fuller* is with Equipment is Warrenton.

CONGRATULATIONS to *Mr. and Mrs. M. P. Powell* upon the birth of a grandson, January 24; and a granddaughter, January 25 . . . *Powell is maintenance* supervisor in Warrenton. . .*M. R. Chambers* is the proud father of a new son born during the Christmas holidays; he reports mother and son are doing O.K. . . Bridge foreman *R. A. Cates, Jr.*, is the father of his ninth child, a daughter, who was born in November . . .The new Cates baby weighed less than three pounds at birth and was put in an incubator for six weeks; the baby is fine now . . . *P. H. Hilliard*, assistant camp superintendent, is delighted with his first child, a son, who was born in January. . .*Travis Tilley* of Construction passed out cigars



G. E. Crutcher and Division Engineer Hunter Irving were among the folks on hand for the recent Durham County Ladies Night.

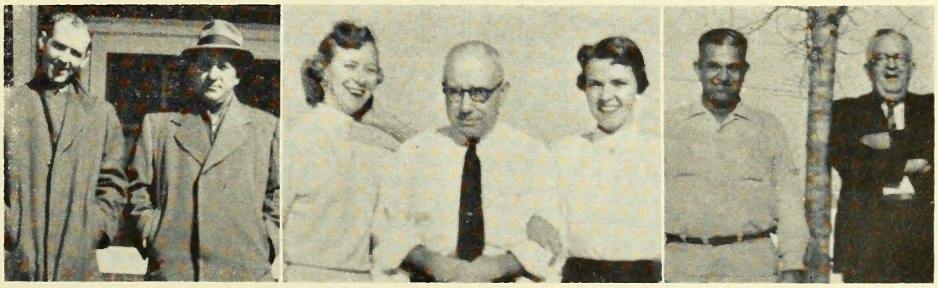
when his daughter, Teresa Jane, was born February 2, in Watts Hospital. . . Motor operator *R. B. Puckett* is pleased over the birth of a son, Randy Earl, December 11.

A QUICK recovery is wished *A. W. Cardon, A. B. Wheeler, C. J. King*, and *V. C. Forbush*. . .*Mrs. Giles Crutcher* who has been a patient at Granville Memorial Hospital. . .*B. G. Loftis, R. J. Woody* and *Gattis Chambers* who were out with flu . . .And the following men who have been off the job briefly: *W. C. Fowler, H. E. Hicks, Bruce Hockaday, Elvin Lumpkin, Vincent V. Morton*, and *P. L. Woodlief*.

TWO MEN have recently served a term on Grand Jury service: *A. C. Slaughter* and *I. B. Hall*.

DEEPEST sympathy goes to *John Clark*, prison guard in Person County, in the death of his wife during December and in the recent fire which destroyed his home and clothing.

GET WELL wishes go to the following folks in District Three: *J. A. Bottom*, motor operator, who was sick a few days; *P. N. Breedlove*, gang foreman, who also was ill a few days; the mother of section foreman helper *C. W. Cuttlett;* the wife of section foreman helper *Elvertis Jones*



Some of the crew at the Wilson office are, from left, Wade Pridgen, Road Oil Supervisor Sid Holmes, Mrs. Audrey Perry, Office Engineer Sam Livesay, Mrs. Nancy Boykin, Tom Wilkins, and D. B. McMichael, both of the Landscape Department.



The folks in the Fifth Division office in Durham decorated a tree and exchanged gifts at Christmas. The secretaries are next, from left, Mattie Hall of the Office Engineer's office, Dot Hilliard of the Fifth Division office, Ruth Mangum of Right-of-Way, and Carol Barnes of the Second District office. J. W. "Hookie" Jenkins was charmed with the electric blanket which the crew gave him.

who was hospitalized for a week; *W. J. Lindsey*, motor grader operator, who had flu; the wife of section foreman *W. R. Wilder* who was in the hospital; and the wife of truck driver *C. D. Wrenn* who is recuperating at home from a recent operation.

THE TWO daughters of section foreman *Clayton Howell* have recently been transferred from Henderson to St. Augustine, Florida, where they are employed by Woolworth's.

IF anyone needs information about "stop" signs, see *W. B. Grady*.

MANY employees have been enjoying chittling struts at various places in the county and district.

KYLE JONES and *C. T. O'Brien* took time off to go turkey hunting. . .No turkeys were ever put on display, however.

FOLKS who have been on vacation include: *Sam Averette, G. J. Brogden, E. B. Critcher, E. B. Davis, G. L. Ellington, W. A. Ellington, H. L. Henley, W. A. Laws, L. L. Reece, J. J. Roberson,* and *H. S. Whitt.*

GANG foreman *E. K. Brinkley* is welcomed back on the job after an illness of several months.

SYMPATHY goes to the family of *J. E. Knight* who died with a heart attack at work in the sub shop in Warrenton, January 4. . .He was 53 and had been with the Equipment Department for nine years.

GOLDEN BOWES of the prison department has a new wife . . . They were married during Christmas.

DIVISION SIX

CLARA MORAN
Division Correspondent

THE Cumberland County chapter of the NCSHEA met January 7, at the Bel Air Restaurant in Fayetteville. . .More than 70 members and guests, including *L. E. Whitfield* and *C. A. Hasty*, enjoyed a delicious barbecue chicken dinner.

THE HARNETT chapter of the NCSHEA had a Ladies Night, December 17 . . .A barbecue and oyster supper, prepared by *J. R. Adams* and *W. G. Dea* was served to the members and guests. Special guests were the *L. E. Whitfield* District Engineer and *Mrs. Sam M. W son*, Harnett County Sheriff *C. R. Moo* and State Senator *R. B. Morgan.*

WITH THE ARMY. . .The *N. R. S soms'* are happy to have their son, Bobb and his wife, home after a two-year hit in the Army. . .The junior Sessoms a making their home in Lillington. . .*N. Sessoms* is camp superintendent of t Harnett camp. . .*J. W. Carver* of Co struction in Lumberton resigned in Ja uary; he's now stationed at Lackla AFB, San Antonio, Texas. . .*W a l t "Bunk" Stone* was reinstated with Co struction in Lumberton after four yea in the Air Force. . .Prior to that, *"Bun* had been with Location in the old Six Division. . .*Lacy Autry* of the Laborato was drafted into the Army and is n at Camp Story, Va. . .*Mrs. Sadie Dol* secretary in the division office, took



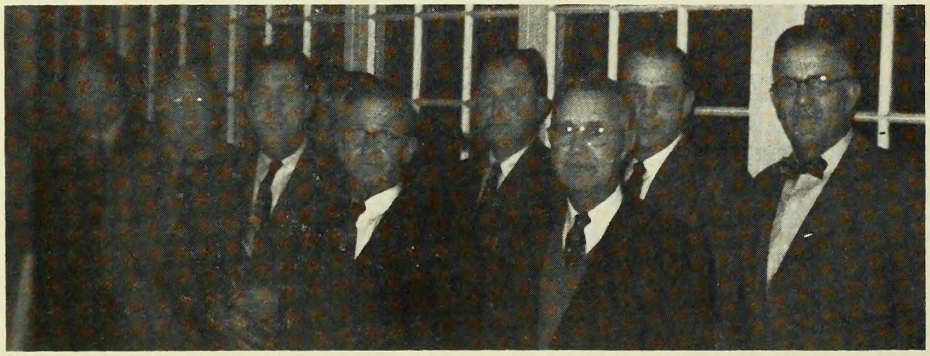
Florine Gurganus was married Gilbert M. Slaughter, December 25, a candlelight ceremony at the Hol Springs Free Will Baptist Church Newport. The bride is the daughter Mr. and Mrs. H. G. Gurganus. H father is a highway foreman at Ne port. The groom is in the Coast Gua and stationed on the Agassiz at F Macon.

week at Christmas to drive to Orland Florida, where she visited her husban he's stationed at the Pinecastle Air For Base.

TWO MEN are sporting brand-new ' Pontiacs. . .Division Engineer *Whitfie* is driving a gray and cream numb while *Jimmy Eason of* Right of Way h a two-toned blue one. . .They should ha many miles of "happy motoring."

GUY MOORE, bridge superintendent, back on the job after a two-week ho pitalization for tests and a check-up.

A SPEEDY recovery is wished *G. Holder*, Harnett County maintenance e ployee, who was a patient in the Memori



The Fifth Division Credit Union met January 14 at the Alamance County prison camp. Some of the leading lights are pictured above, from left: L. H. Gunter, R. S. Thomas, C. W. Crissman, B. F. Vaughan, J. M. Barnes, P. L. Welch, J. W. Jenkins, B. L. Webster, and Merle Adkins.

spital in Chapel Hill. . .And *W. S. "ike" Williams* of the Laboratory in yetteville who suffered a heart attack ristmas Day and has been in the hospal ever since.

TWO of the most interested spectators the Orange Bowl game in Miami on w Year's Day were *Mr. and Mrs. Roy Keithan* . . .Their son, Nicky, played the Duke team. . .They were accomnied by another son, Frankie, and ude McKeithan. . .*Commissioner Hasty* l his family also attended the game.

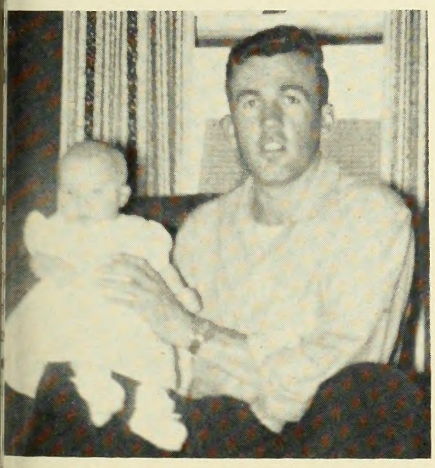
SYMPATHY is extended to *Charles nd* in the recent death of his father; *arles* is with Construction at Lumberh. . .To *Norman Martin*, Robeson counmaintenance employee, in the death his sister, Faye. . .And to the family *W. F. Byrd*, truck driver with Harnett unty maintenance, who died recently.

MR. AND MRS. Fleet Russ announce birth of a son, William Eldon, Dember 12, in the Highsmith Hospital Fayetteville. . .*Jackie Russ* was a retary to the division engineer and mmissioner for six years until her signation last September.

DIVISION SEVEN

P. L. WELCH
Division Correspondent

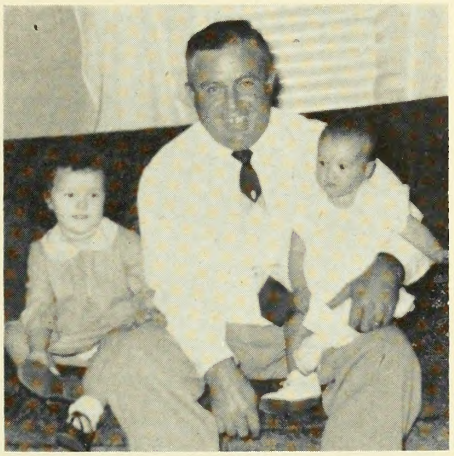
THE DIVISION shop in Greensboro s the scene for a big Christmas party, cember 17, for the members of the SHEA. . .*K. R. Scott* was in charge of e party. . .More than 600 highway emyees and their families were on hand the fun . . . . The Bethany Symony orchestra furnished music . . . . *rs. P. L. Welch*, accompanied by *rs. Helen Pringle*, lead singing of ristmas carols . . . Division Engineer *A. Burton* presented service emblems



A proud new father is Ellis P. Bolick. hat's the latest addition to his family, ttle Janice Evelyn Bolick. Ellis is a uck driver in Caldwell County under laintenance Supervisor Pete Justus.

to those employees who were present. . . The highlight of the evening was the arrival through a side door of Santa Claus; several helpers distributed gifts and treats to every child under 12 years of age. . .A small child drew the winning numbers from the door stubs for the prizes. . .Special guests were *Mr. and Mrs. Otis Banks*, and State Representatives *Clyde Shreves*, *Tom Turner*, and *Byron Haywortli*. . .After the entertainment there were sandwiches, doughnuts, pies, ice cream, coffee and soft drinks for everyone.

IT'S GOOD to see *R. L. Hiekerson*, highway engineer IV of Greensboro, back on the job after an operation; he had been recuperating for six weeks. . .*Hall T. McAdams* superintendent of the Alamance

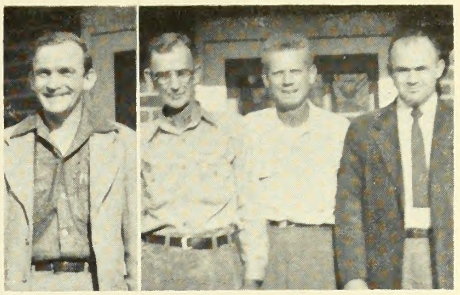


C. F. Williams is pictured with two of his children: three year old Teresa Ann, on left, and one-year old Sandra Lynn. He has a fine new son, William Rozier, who was born January 13. Williams has been doing a fine job as a mechanic foreman in the Fourth. He's been with the Highway Commission for 17 years.

prison camp, is also back after a three-month illness. . .*Dewey F. Graves* is on the job after a two-week illness.

GET WELL Wishes go to the mother of *J. Walter Hooper* who was in the Alamance County Hospital with a broken hip. . .To *Mrs. E. R. Cox*, wife of a mechanic in the district shop at Graham, who was in the hospital.

THE ANNUAL meeting of the Fifth Division Credit Union was held January 14, in Graham at the Alamance prison camp. . .The newly-elected officers are: *B. F. Vaughan*, president; *R. S. Thomas*, vice-president; *P. L. Welch*, secretary-treasurer; *K. R. Scott*, *J. M. Barnes*, *J. R. Taylor*, *Merle Adkins*, *J. W. Jenkins*, and *L. H. Gunter*, Board of Directors; *D. B. Thomas*, *C. H. Goodwin*, and *P. H. Mitchell*, Credit Committee; *W. W. White*,



Some of the men in the Charlotte office lined up. From left, that's John Jones of the district office, Rex Long, J. O. Steele, and J. O. Sellars, all of the Construction Department.

C. W. Crissman and *M. A. Luther*, Auditing Committee. . .Barbecue and brunswick stew were served following the business meeting.

MRS. *Elizabeth Wyatt* drove to Petersburg in her new Plymouth to spend Christmas with her family.

SHERMAN HUNT of the Bridge Maintenance Department was presented a turkey at the Christmas Party in the division shop. . .Why? Because he has the most children under 12 years of age . . .*Hunt* is the father of 15 children; eight of them are under 12 years of age!

THE FOLKS in the First District office regretted losing *Mrs. Jackie G. Capps*. . .She had been a secretary in the district office but resigned recently to take a new job.

SOME of the people who are building new homes include *R. P. Cole* on East Pine Street, Graham; *Louis Madden* in Dogwood Acres, Burlington; and *Scott Hunter* in Grove Park, Burlington . . . *J. A. Bowman* is living in his new home on Wilkins Street in Burlington.

SYMPATHY is extended to *Conway Holder* in the recent death of his sister in Little Rock, Arkansas. . .And to *Harvey Foust* in the death of his mother-in-law.

MAINTENANCE Supervisor *J. M. Morton* of Rockingham County recently vacationed in St. Petersburg, Tampa and Ocala, Florida.

NEW CITIZENS . . . *Mr. and Mrs. J. I. Lynch, Jr.*, announce the birth, December 17, of a daughter, Jennie Carter . . . *Mr. and Mrs. W. M. Hurteau* have a brand-new baby boy; the father is a mechanic in the district shop in Graham.

DIVISION EIGHT

EDWARD C. DARDEN
Division Correspondent

THE YARD of the division office won the Aberdeen Garden Club Award for the month of December.

RANDOLPH and Chatham County employees got together January 28, in the division shop at Asheboro for a chicken supper . . . Otis Banks and *K. R. Scott* spoke on the State Retirement and Federal Social Security program.

D. A. SHIELDS and *Carl B. Cole*, gang foreman on maintenance, have recently been transferred to Construction as highway inspectors.

THE WELCOME mat is out for *William E. Bacon* of Richmond, Va., who is a new employee in Right of Way . . . He was formerly employed with the right of way department of the Virginia Electric and Power Company . . . He and his wife are living in the Knollwood Apartments in Southern Pines.

GET WELL wishes go to *R. L. Rush* who is much improved but still unable to return to work after an extended illness . . . And to the following men who have been in the Moore County hospital for treatment: *Wiley Purvis* of Robbins, *Roy R. Hunsucker* of Robbins and *Fred Hilliard* of Goldston.

FRIENDS of *A. D. Thames*, superintendent of the Scotland County prison camp, will be glad to know he should be back at work soon . . . He's been on the sick list for the last ten months.

THE T. G. POINDEXTERS are mighty proud of their son, Tommie, who has just been promoted from 2nd to 1st Lieutenant in the Army; he's stationed in the chemical branch at Fort McLellan, Alabama . . . *The Poindexters* have two other children: Ann, a sophomore at Duke; and Sallie of the home.

LUTHER H. BERRIER, highway engineer III, has recently moved from Asheboro to Sanford.

SUMNER CRAVEN, right of way engineer, has moved his wife and son from Asheboro to the Knollwood in Southern Pines.

JUNIOR EDITIONS . . . The *C. M. Jacksons* announce the birth of a son, Charles, Jr., October 19; the father is superintendent of the Moore County prison camp . . . There's a new daughter at the *Roger E. Zachary* home . . . Little Stephene Lynn Zachary made her appearance in January. . *Zachary* is a truck driver at Troy.

COMMISSIONER *Forrest Lockey* took his wife to Florida at Christmas for a two-week vacation.

SYMPATHY is extended the family of *Andrew D. Hoover*, gang foreman in the division sign shop in Asheboro, who died with heart trouble, January 20 . . . He had been in failing health for several years . . . Only 55, Hoover had been with the Commission since 1939 when he started as a truck driver.



W. F. Britt, Jr., is pictured with his attractive family. That's his wife on the left. their two-month old son, William Murphy, and their one-year old daughter, Lena Mae. Britt is a maintenance employee in Robeson County.



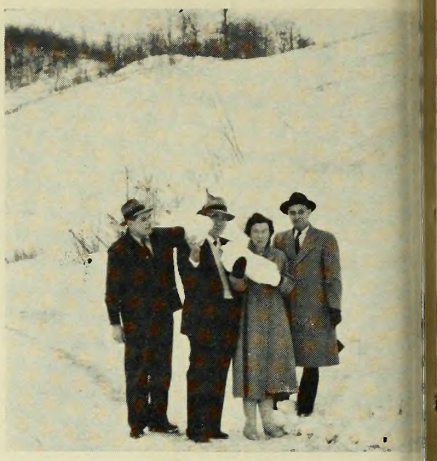
Mr. and Mrs. Clinton Kelly are pictured just before leaving on their honeymoon. They were married December 18. The bride is the former Lucille Dennis of Troy. Kelly is a guard at the Troy prison camp.

DIVISION NINE

R. B. FITZGERALD
Division Correspondent

D. R. "DOC" McMICHAEL, division landscape supervisor, married attractive Mrs. Patricia Mayfield of Winston-Salem and Laurel, Mississippi, December 11, at the Ardmore Methodist Church . . . They postponed their honeymoon till Christmas when they visited Pat's folks in Mississippi . . . They're keeping house in an apartment at 3049 Gilmer Avenue in Winston-Salem . . . Congratulations and best wishes go to Pat and "*Doc.*"

THE STENOGRAPHER in the Right of Way Department, *Betty J. Wiles*, became Mrs. Robert Glen Campbell, December 18, at her home in Yadkinville . . . Good wishes to the couple.



They really had some snow t winter up in the Eleventh Divisio Four folks from the Boone highw office standing by one of the snow drif gives some idea of the depth of t snow. From left, Maintenance Supe visor Frank McCracken, District En neer Buck Hayworth, Secretary Pol Pugh, and Commissioner Ralph Win ler.

WELCOME to the new employee *W. W. George*, *Mabe Douglas*, and *R. Rominger*, all of Walnut Cove; *C. S. Fr man* of Belews Creek; and *Richard H* of Laurel Springs.

TWO MEN resigned recently: *R. L. F* and *T. B. Cassidy* . . . With the Sta since 1944, *Cassidy* accepted a new po tion as deputy sheriff of Davidson Coun

G. F. KESLER took his family Florida for the Christmas holidays.

A SPEEDY recovery is wished *M. Beck*, *A. W. Kimrey* and *H. A. Hei* who have been in the hospital recently.

A THIRD child, and second son, Dav Bahnson Gray, was born February 17, *Mr. and Mrs. James A. Gray, Jr.* . The Gray's have two other childre James A. Gray, III, and Susan Gray.

MRS. PAULINE Bahnson Gray, mother of Commissioner *James A. Gr Jr.*, died February 10. . . . Her husba who died in 1952, was chairman of t board of the R. J. Reynolds Tobacco Co pany at the time of his death . . . S was the daughter of Dr. Henry T. a Emma F. Fries Bahnson and a descenda of one of the 12 settlers to arrive Salem, Jacob Loesch . . . A graduate Salem Academy and College, she w vitally interested in both institutions a a generous benefactor of both . . . S was active in the organization of t Wachovia Historical Society and was trustee of Old Salem, Inc., from the ti it was formed five years ago . . . S made the old town the subject of ma of her paintings which were described

merican Primitives" and were exhibit at the Morehead Planetarium in Chapel Hill, the State Art Gallery in Raleigh and the Mint Museum in Charlotte.

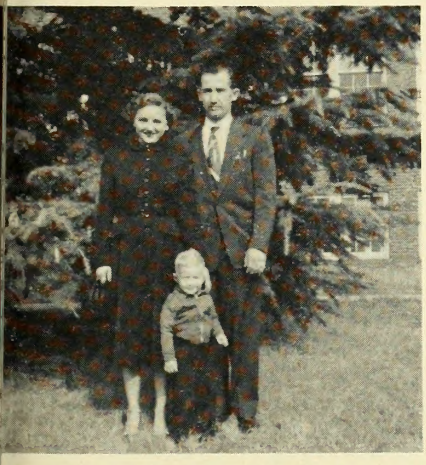
DIVISION TEN

CHARLES R. SMITH
Division Correspondent

GOOD LUCK to *J. M. Kistler* who was promoted to equipment superintendent of Division 13, Asheville . . . He assumed his new duties, February 7 . . . His friends and associates in Charlotte will miss him . . . *Eugene Downs* replaces *Kistler* as shop machanic foreman in the division shop at Charlotte.

C. L. DOUGLAS former patch foreman in the City of Charlotte, left the Highway Commission to go into business for himself . . . His specialty will be putting in driveways and paving small areas . . . Another former highway employee, *R. C. Sugall*, is working with him . . . Best of luck to them in the new venture.

MECKLENBURG County highway employees held their Christmas party, December 17, in their clubhouse . . . The men from Maintenance, Equipment, Sign, Construction, Bridge and Prison Departments combined to make the party a huge success . . . With assistance and advice from various other highway employees, *R. McCorkle, Johnny Bost, Fred Payne, George Linker, Marvin Kiker, "Red" Kistler* and *Harry Long* served a dinner of country ham, eggs, grits and gravy. More than 150 employees, wives, children and invited guests were on hand . . . All the children were given gifts from under the tree . . . Special guests were Division



The Brooks family of Shelby is typical of the many fine families associated with the Highway Commission. That's Thelma and Gene Brooks with their small son, Kenneth. Gene works in the Twelfth Division office.

Engineer *M. E. Beatty* and Mecklenburg County representatives to the State Legislature . . . The grandchildren of *Will Russell* and the children of *V. C. Lanford* entertained with dancing and music . . . Everyone joined in singing Christmas carols.

SYMPATHY is extended to the family of *M. H. Ramsey* of District One who died December 9 . . . And to the family of *James S. Dulin*, patch foreman in Mecklenburg, who died suddenly in December.

CAROLYN EAGLE, daughter of *Mr. and Mrs. C. V. Eagle* of Mt. Pleasant, was married recently to William B. Eudy, assistant postmaster of the same town.

CONGRATULATIONS to the proud parents . . . It's a girl for *Mr. and Mrs. T. W. Faggart;* and twin boys for *Mr. and Mrs. R. V. Measmer* . . .Both the new fathers are with Maintenance in Cabarrus . . . *Banks Thomas* of Construction but currently assisting in Right of Way is delighted with his new little daughter; the family is living in Lilesville.

SENIOR Right of Way Engineer *W. J. Murray* has just moved his family into their recently purchased home in Albemarle.

ON THE JOB . . . *Johnie M. McGhee* was employed December 1, in Construction . . . *Raymelle T. Russell* was recently reinstated in the division office at Albemarle.

THE BIRD HUNTERS in District One enjoyed a fruitful season . . . Among the group were *W. D. Brock, P. R. Ingold, W. F. Martin, J. P. Thomas, Jack Harrington*, and *F. F. Morgan* . . . They also bagged a few ducks and geese.

FRED FINISON reports that his hounds eliminated several foxes . . *Fred* takes after his father, the late *R. B. Finison*, who was superintendent of the Montgomery prison camp.

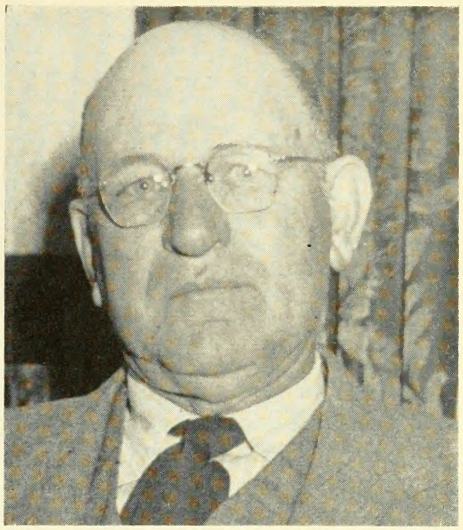
MRS. ORY M. JONES and family spent a White Christmas week visiting relatives in Port Huron, Michigan, and Sarnia, Ontario, Canada.

GET WELL wishes go to *W. M. Plyler* . . . To *C. D. Baucom* . . . To *Charlie Carrigan* . . . To *Charlie Barnett* . . . To *Sign Supervisor W. E. Canfield* who returned to work February 1, after an extended illness . . . And to *Robert Morris* of the Sign Department who is recuperating at home in Albemarle after a major operation on his back.

ALTHOUGH *Grady Holt* has shown little improvement since a recent major operation, his many friends are hoping for his speedy recovery.

IT'S GOOD to have *D. V. Smith* back at work after an extended illness.

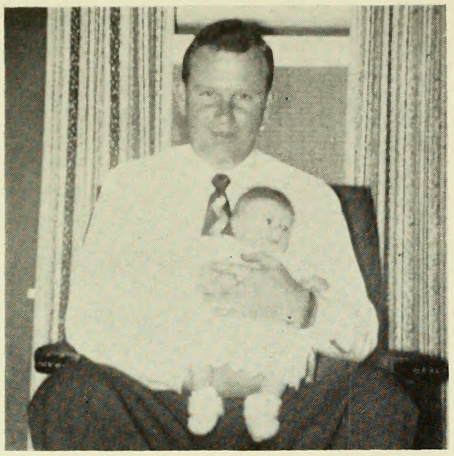
A TESTIMONIAL dinner was held January 31, by Mecklenburg equipment employees honoring *W. M. Berryhill* who retired February 1 . . . *Berryhill*, district mechanic foreman for Mecklenburg and Cabarrus, had served Mecklenburg and the Highway Commission continuously since June 1, 1926 . . . *P. R. McCorkle* and his crew of cooks from the division equipment office prepared and served a dinner of stewed and fried oysters . . . Invited guests included *M. E. Beatty*, District Engineer *H. M. Burgin*, Maintenance Supervisor *R. L. Brown*, and Maintenance Supervisor *H. N. McWhirter* . . . Also invited were equipment employees from Union and Cabarrus . . . Testimonials of *Berryhill's* long and faithful service to the Highway Commission were given by several fellow employees . . . Gifts were presented to *Berryhill* . . . A long and successful retirement is wished *Berryhill*.



John Henry Hauser retired January 1, after more than 33 years of faithful service with the Highway Commission. He was a section foreman at the time of retirement. Hauser is a deacon in the South Oak Ridge Baptist Church in Yadkin County.

GEDDIE Blair Strickland, Jr., son of Mr. and Mrs. *Geddie Strickland*, sailed from New York December 30, on the Moore McCormack S. S. Argentina for full-time missionary work with the Amazon Indians in the Mato Grosso region of Brazil . . . His father is a resident engineer in the Tenth Division . . . The junior Strickland will remain five years in Brazil before he can come back to the States on furlough . . . For the first year or two while learning Portuguese, he'll do Christian work with the natives in Cuiaba, capital of Mato Grosso . . . Later, he will be assigned to an inland mission station where he will work with the nomadic tribes of Indians.

PRIOR to their son's sailing, the *Stricklands* spent Christmas with their daughter, Mrs. Paul L. Benedict, and



Jack Caldwell is mighty proud of his tiny new daughter, Barbara Dianne, who was born December 23. Jack is a motor operator in Caldwell County.

her family in Norwalk, Connecticut . . . Mrs. Benedict will be remembered as the former Phyllis Strickland; she was a member of the N. C. and Greensboro Symphony orchestras . . . She is now in her fifth year with the Norwalk Symphony orchestra as a flutist under the direction of Quinto Maganini.

DIVISION ELEVEN

CORA LEE McLEAN
Division Correspondent

LOCATING Engineer and Mrs. *Guy Lillard* spent their Christmas vacationing . . . They drove to Memphis, Knoxville, New Orleans, Mobile and Florida . . . Although they spent several days fishing, they only caught one little fish.

CLARENCE SMITH of Construction was absent for several days recently . . . The reason? *The Smiths* had a new ten pound, one ounce son!

BACK ON THE JOB: Gang foreman *J. B. Williams* after an extended illness; *J. J. Miller* after being hospitalized for surgery; *R. W. Brown* after hospitalization; and Machine Operator *F. L. Casstevens.*

THE SICK LIST includes *R. G. White* and wife who were painfully injured in an auto accident recently; Truck driver *W. W. Whitaker* who dropped the snow plow and fractured his toe during the big snow; *D. E. Baldwin* who fractured a rib; *Ben Baird* who dislocated a shoulder; and *Ben Rainey* who is still unable to work.

SYMPATHY is extended to the family of *John Blevins*, retired employee, who passed away December 20 . . . He retired December 1, 1943.

HARVEY THOMPSON whose job includes picking up dead animals from the highways in District One reports that last year he carried off 165 dogs, 319 cats, 110 rabbits, 99 possums, and innumerable skunks.

DIVISION TWELVE

JEAN CLINE
Division Correspondent

THE UNUSUALLY big snow in January kept highway employees on the run . . . However, their efforts meant safer highways for the traveling public . . . Many thanks to the landscape men who pitched in with several days of snow removal.

NEW PERMANENT employees in the Second District include *T. R. Burgess* of Taylorsville, *L. D. Clinton* of Newton, and *J. F. Lutz* of Maiden . . . New employees in District One are *Hillard P. Engle, Dillard W. Morgan* and *J. D. Sheppard* . . . *James C. Alley* is a new employee in Construction at Statesville.

COMMISSIONER *June Scarborough* and District Engineer *P. D. Miller* were in Raleigh, January 27, on highway business . . . On the way home, they got caught in the snow but managed to make the trip safely.

MR. AND MRS. *D. L. Rink* served a barbecue and brunswick stew dinner, buffet style, at their home December 27, to the members of the Hickory Construction party and their wives . . . Bob Melton's of Rocky Mount supplied the barbecue and stew . . . It was a real treat since it was the first time many of the folks had eaten barbecue and brunswick stew as prepared in eastern North Carolina . . . Guests included *Mr. and Mrs. T. A. Winkler, Jr., Mr. and Mrs. V. B. Miller, Mr. and Mrs. R. V. Brawley, Mr. and Mrs. F. P. Poovey, Mr. and Mrs. J. E. Hilton,* and Messrs. *J. F. Poovey, E. P. Jones* and *Howard Biggerstaff.*

NEW HOMES . . . *Mr. and Mrs. D. F. Rogers* have moved to their new home on 810 Howard Street in Shelby . . . *Rogers* is a mechanic in the division shop . . . *Mr. and Mrs. Bill Lattimore* have moved into their new home on Peach Street; he's with Equipment . . . *William Patrick* of the Landscape Department moved his family into their new home in January.

MAYDEN RHYNE, Catawba County employee, has been wearing a broad smile since December 23 when little Michael Hayden came into his home by way of adoption . . . The stork played Santa Claus and delivered little Linda Margo to *Mr. and Mrs. Cecil Rupard* in Iredell County on Christmas Eve . . . *Mr. Mrs. A. L. Levan* of Alexander County also parents of a new baby.

BENJAMIN M. HOUSER returne highway work in District One after ing been on Military Leave since uary, 1952.

SYMPATHY to District Engineer *Miller* who was called to Decatur, Ga January by the death of a brother, *Rufus Miller* . . . And to *A. B. Det* truck driver in Cleveland County, in recent death of his sister.

Bill Andrews of Construction is rec ing from minor but painful injuries ceived in a car accident in January.

GET WELL wishes go to veteran foreman *G. C. Jordan* who injured his while on the job in January . . . To *ert Blankenship* and *W. H. Tomli* Iredell County who were hospitalized To the wives of several employees have undergone surgery: *Mrs. C. H. I* and *Mrs. G. R. Finger* of Newton; *Mrs. R. L. Harris* and *Mrs. T. C. Wa* of Statesville . . . To *J. W. Fox* of lorsville, shovel operator, who seve injured his right hand . . . To m grader operator *H. T. Teague* of Ma who lacerated his hand . . . To *J. C. ley,* division shop foreman, who wa the Shelby hospital . . . And to *Bill timore* who was hospitalized briefly is now back on the job.

IREDELL County section fore *John Bradburn* and his wife took t off at Christmas to visit their new gra daughter in Baltimore.

IT'S FINE to have *O. R. Rocket* Catawba County and *Vestal Wall* steward at the Iredell prison camp, h on the job after illnesses . . . *Wal* had an acute appendectomy.

SEVERAL children of highway ployees have been hospitalized recen *W. H. Tomlin's* son, Danny; *E. L. W ren's* son, Ricky; *J. P. Padgett's* dau ter, Kathy; *T. C. Walker's* daughter, Ann; *L. N. Rink's* son, Jerry; and *K Keever's* daughter, Ruth Ann.

DIVISION THIRTEEN

DAN TURNER
Division Correspondent

RESIDENT Engineer and Mrs. *J. Terrell* of Nebo announce the birth their eleventh grandchild, December . . . The proud parents are Mr. and M Harold Savage.

J. WARREN FRANKLIN has recen been transferred from Construction a appointed Maintenance Supervisor Mitchell and Yancey counties . . . other change in his life is the rec advent of a new baby girl, Laura Dale

/AYNE MORRIS has returned to work h Construction at Marion after serving years with the Marine Corps . . . Be- e entering service, he worked as a porary employee during summer nths.

IR. AND MRS. *W. J. Edwards* of Old t spent the week-end after Christmas ting their daughter, Mrs. E. T. Powell, her family in Columbia, S. C. . . . Powell is a commissioned Warrant cer at Fort Jackson.

TURKEY DINNER was held at the herfordton Clubhouse, December 3, for herford County highway employees wives . . . There were 91 people pres- . . . Chairman *Harold Stallup* recog- ed the honored guests: *George Rollins*, mer county supervisor; *Glen Deck* and *rvin Wilkins*, former employees . . . st speaker was State Representative is of Rutherford County.

THE SICK LIST includes little Susan m, granddaughter of *Mr. and Mrs. D. Wright*, of Old Fort, who had a suc- sful major eye operation in January . *Harl Edwards*, foreman, who was for several weeks but should be back work soon . . . *Earl Mitchem* and *R. P. eman* have recovered from recent op- tions and are now able to work again. . *John Morrow*, Yancey County em- yee, had an emergency operation for a tured appendix; he was in a critical dition but is improving now.

ET *Tommy Lee Vickers*, gang fore- n in Rutherford County, to tell you ut the buck deer he killed in the oky Mountains.

SYMPATHY goes to the family of *Tom ffith*, a retired employee in Yancey nty, who died in January.

ASSISTANT Division Engineer *J. T. ight* was married to Miss Jessie Jar- t in Hayesville, January 22 . . . Con- tulations and best wishes to the cou- !

T. M. KISTLER, shop foreman at Char- te, was transferred to Biltmore as ision equipment superintendent . . . replaces *R. L. Cox* who was trans- red to Greensboro to take the position division equipment superintendent of Seventh Division left vacant by the ent death of *D. B. Thomas*.

DIVISION FOURTEEN

C. J. BECK
Division Correspondent

THE SLOW CREEK project is a fine ce of workmanship . . . Much credit es to the maintenance forces of Chero- e for such a good job.

PEACHTREE will soon boast of a and new truck storage building as work nearing completion on it.

GET WELL Wishes go to truck driver *Ron Scroggs* . . . To *Mrs. Dillie Raxter*, wife of the gang foreman, who was a patient at the Rhoda-Van Gorder Hospital . . . And to *Mrs. George Pullium*.

NEW ARRIVALS . . . Truck driver and Mrs. *Clarence Barnett* announce the recent birth of a new baby boy.

WEDDING BELLS rang January 7, for Peggy Sue Conley and Roy Ivan Palmer . . . . She is the daughter of Mechanic *Andrew Jack Conley* . . . The groom is the son of Mr. and Mrs. Horace Palmer of Atlanta . . . The couple will live in Andrews.

VACATIONS . . . District mechanic and Mrs. *L. B. Womack* spent several days in the Florida sunshine at Ocala recently . . . Foreman *Bill Porter* took a trip to Crystal River, Florida, to see his mother . . . Maintenance Supervisor *Grover C. Mauney* spent several days bird-hunting in western Carolina.

THE SON of Foreman and Mrs. *Guy Hill*, Pfc. Ronald Hill, is stationed with the Army at Anchorage, Alaska . . . Before going to Alaska, he spent his furlough with his parents in Murphy . . . Ronald also spent 18 months in Korea.

THE FOURTEENTH was well-represented when the Commission met in January and a meeting was held regarding social securtiy and retirement . . . *G. G. Page*, *C. W. Lee*, *Harry Buchanan*, *Paul Dupre* and *E. L. Curtis* went down to Raleigh for the meetings.

THE FOURTEENTH was saddened by the death of one of their best resident engineers, *Everett Thomas*, January 8 . . . *Thomas*, 49, of Bryson City, had been resident engineer on the fine new road into Fontana . . . He was a 32nd degree Mason, a member of the Asheville Order, Scottish Rite; a patron of Tuckasegee Chapter, Order of the Eastern Star; and a member of the Bryson City Rotary Club.

Work Day

by Hubert Guy Hill

When it's six fifty-nine A
At Peachtree out our way
The Boss with a grin
Tells the boys where work's to begin
Some to Slow Creek go
With trucks all in a row
Others to places in need of repair
Do their work without despair
When at last the day's work's done
And the western sky has absorbed the sun
They travel back to Peachtree shed
From there to loved one, home and bed
A little prayer to God we should relate
For the blessing to serve our State.

Bituminous Changes

Several important revisions were recently made in the STANDARD SPECIFICATIONS FOR ROADS AND STRUCTURES, to improve the quality of bituminous work.

Tom Fahnestock, Bituminous Engineer, and the other engineers in the Bituminous Department in cooperation with the Laboratory have spent much thought and time in making these revisions.

Section 54, Article—1.3, page 134, Formula for Job Mix, has been changed so that the contractor is not required to submit a job mix formula. Instead, the Bituminous Engineer will establish the job mix formula based on the samples of all aggregates proposed for the mix by the contractor. The samples for the mix must now be submitted to the Laboratory at least *ten* days before work is to begin instead of seven days. This change will eliminate some unnecessary correspondence and allow the Laboratory sufficient time to make tests and design the best possible pavement mixture.

A new article, -1.4, Application of Job Mix Formula and Allowable Tolerances, has been added on page 135. Two ranges of tolerance: Retained on No. 4 and larger sieves. . .$\pm$ 7 per cent; and Retained on No. 10, 40, 80 & 200 sieves. . .$\pm$ 5 per cent, remain the same. The three other ranges of tolerance have been changed: Passing No. 200 from $\pm$ two to $\pm$ one per cent; Bitumen from $\pm$ 0.5 to $\pm$ 0.3 per cent; and temperature of mixture on delivery from $\pm$ 30 to $\pm$ 20 degrees F.

Section 54, Article -3.2, page 137, Bituminous Plant and Equipment, has an addition to the second paragraph: "Stockpiles shall conform to Section 400-1.2" (top of page 405). This addition just re-emphasizes the importance of proper, neat stockpiling. The correct stockpile should be built in layers not exceeding three feet in height. Each layer should be completely in place before the next is laid. Proper stockpiling prevents segregation of material and coning. The improved method of stockpiling keeps large aggregate from rolling to the outside of the cone.

Section 54, Article 3.2 (a) (3) Feeder for Drier, page 138, has been changed so that a separate feeder shall be used for each size of aggregate. However, the maximum number of required feeders is *three*.

Section 54, Article 3.2 (a) (6) Bins, page 139, has been amended to require that at least *three* hot bins be used for all bituminous concrete mixtures. However, more than three can be used if the contractor's plant is so equipped.

(Continued on page 20)



Highway Chairman Graham lined up with some of the key personnel in the Location Department when they held a day-long meeting in Raleigh recently. From left, Garland Lloyd (since deceased), Red Walker, Charlie Gresham, H. R. Geddie, R. M. Saunders, C. M. Sawyer, Glenn Pitman, Paul Ferguson, Clarence Kistler, E. W. Seagroves, Bob Dodson, J. Herbert Chappell, Jim Vick, George McKinley, Bill Hampton, Austin Thompson, Chairman Graham, Lloyd Cook, R. T. Mitchell, Roy Welch, Jim Prince, Willie Hobbs, R. Getty Browning, P. A. Jenns, R. J. Wilson, Bill Shaw, Arnold Crisp, Tony Cornacchione, Wade Mangum, Lawrence Mahinske, Aleck Tate.

Bituminous Changes

(Continued from page 19)

Section 54, Article 3.2 (b) (4) page 142, Control of Mixing Time, has been changed so that a timing device, separate from the mixing mechanism, shall be equipped with a bell. When a mixing cycle is completed, the bell will be adjusted to ring each time.

Section 54, Article 3.17 page 150, changes rate of rolling. The new rate is 50 tons per hour per roller instead of the old rate of 1,000 square yards per hour per roller.

Section 402, Article 1.6 and 1.7, page 415, Bituminous concrete binder course and surface course, Class H and I, stipulates that when gravel is the course aggregate, at least 50 per cent of the particles shall exhibit fractured faces. Formerly, gravel could be used if it did not exceed ten per cent of the mix by weight. Section (b) has been changed from "crushed stone" to "coarse aggregate."

As a result of research in the highway laboratory, stability requirements for Class H and Class I, bituminous concrete binder and surface course, have been included to insure obtaining highest quality of bituminous pavement mixtures. A new article (c) requires that the designed mixture for the binder course shall be able to withstand at least 200 pounds pressure per square inch. The stability for the surface course must be at least 250 pounds per square inch. For the highways with heavier traffic, greater stabilities may be required.

The stability of the bituminous mixtures will be determined by the Laboratory, using the unconfined Compression Test Method.

Section 135, Class H—Bituminous Concrete Binder Course, Article 3 1, Construction Methods, page 183, has been changed so that the contractor must *coordinate* the placing of bituminous concrete binder material and surface course. Now, he must be sure that the binder is covered with a surface course before the weather and seasonal time limit runs out December 15. This change will insure that no binder will be left unsurfaced from December 15 to March 1 when no bituminous mixture may be produced or placed on the State's highways.

Section 140, Class I—Bituminous concrete surface course, Article 1.2, page 184, Composition of Mixture, has been changed. The table on page 185 showing the requirements for composition of mixture has one revision: passing the No. 200 sieve is now 4-8 instead of 2-8 per cent of total by weight. Also, at least one-half of the fraction passing the No. 200 sieve shall be added mineral filler or stone screenings complying with the requirements of the specifications.

Location Men Meet

Some of the top personnel of the Locating Department held a one-day conference in Raleigh in January, with Chief Locating Engineer R. Getty Browning and members of his headquarters staff.

When the group met in the highway auditorium, Highway Chairman Graham said, "You are largely responsible for the property owners' reaction to the Highway Commission, since you make the first contact by going on a person's land for a survey.

"It's up to you," he said "to convince the property owner that you know your job and that you are making the best possible location for the greatest service and safety to the motoring public."

He cautioned them to be patient with the people whose property they mark for right of way acquisition. Try to see the side of the property-owner, he urged, and remember people don't always understand why surveys mu go through their lands. He warn them to present the facts clearly a honestly to the property owner and beware of making misleading sta ments. The Highway Commission h a big job to do, he stressed, and mu have the public support if it is succeed in its mission.

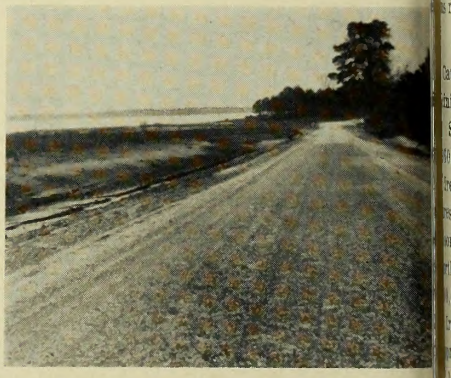
State Highway Engineer Bill Roge reminded the group that they and th locating parties are the representativ of the Highway Commission in the co munities in which they work. Peo judge the Commission, "by the mann in which you conduct yourself and yo group," he said. "You," he emphasize "set the pattern for good public re tions."

Graham and Rogers told the locati engineers they could take pride in the work and in their record. But, Roge added, the public is able to judge on by what it sees. He suggested that b fore starting a job they make sure th know themselves what is involved a be ready to present the facts to t public.

He told them to "remember that y serve all the people, not speci interests or a favored few. Take ca not to bring discredit on yourself or t Commission by bad judgment or chance remark."

Browning, an expert in the field selling highway relocations to the publ and road-builders said the secret success lies in fully knowing what y hope to accomplish. A good locati engineer, he said, must be able to justi and defend his decisions, and wh necessary, be able to present a stat ment of facts that will stand up to t most critical examination.

Several of the locating engineers w had gathered from all over the Sta brought their wives along. They ha lunch together in the highway buildi cafeteria.



Above picture was made of roa leading from Mt. Auburn Church t Kimball's Heights on the Kerr Lake.

Road Program

(Continued from page 4)

US-421 west of Yadkin River, 8.0 s, $900,000.

owan, US-29, Paving from a point mile east of Yadkin River to China ve, by-passing Salisbury, 14.5 miles, 50,000.

Division Ten—$3,971,000

abarrus, US-29A, Grading, struc-s and paving for widening from cord to US-29, 1.0 mile, $150,000.

ecklenburg, US-21, Paving from kenborough Airport north, 9.5 miles, 8,000.

ecklenburg, US-29, Paving Char-e By-Pass, 13.0 miles, $1,700,000.

ecklenburg, US-21, Grading, struc-es and paving from Charlotte south relocation, 10.0 miles, $1,125,000.

tanly, US-52, Grading, structures paving from a point 2.0 miles south Norwood to Rocky River, 2.0 miles, 0,000.

nion, US-601, Grading, structures, ening and resurfacing from Monroe the South Carolina State line, 15.0 es, $368,000.

Division Eleven—$3,555,000

shе, NC-16, Grading, structures and ing from a point near Crumpler to Virginia State line, 7.0 miles, 1,000.

Watauga, US-421, Grading, structures l paving from Sugar Grove to the nessee State line, 8.0 miles, 000,000.

Wilkes-Yadkin, US-421, Grading, uctures and paving from a point 6 miles east of Wilkesboro to annon, 9.7 miles, $753,000.

Yadkin, US-421, Grading, structures l paving from Brannon east, 6.0 les, $551,000.

Yadkin, US-421, Grading, structures l paving from Forsyth County line on w location—one half cost of bridge s roadway, 1.0 mile, $360,000.

Division Twelve—$2,260,000

Catawba-Iredell, US-70, Paving from inity of Conover east to west end Statesville By-Pass, 16.0 miles, 60,000.

Iredell, US-21, Grading and struc-res from a point 5.0 miles north of ooresville north to a point 4.0 miles rth of Statesville, 14.0 miles,, $1,-0,000.

Iredell, US-21, Grade separation and proaches at junction of NC-150 west Mooresville, 0.6 mile, $200,000.

Division Thirteen—$4,850,000

Buncombe, US-19, 23, 70 & 74, aving from West Asheville Bridge to Beaucatcher Tunnel, 1.7 miles, $250,-000.

McDowell-Buncombe, US-70, Resur-facing from Old Fort to Ridgecrest, 6.0 miles, $175,000.

McDowell, US-221, Grading, struc-tures and paving from a point 5.0 miles north of the Rutherford County line north, 5.0 miles, $600,000.

McDowell-Burke, US-70, Grading, structures and paving from US-221 to US-64, 17.0 miles, $2,600,000.

Mitchell, US-19E, Grading, structures and paving from the Yancey County line toward Spruce Pine, 5.5 miles, $550,000.

Rutherford, US-221, Grading, struc-tures and paving from a point near Gilkey to the McDowell County line, 6.2 miles, $675,000.

Division Fourteen—$3,880,000

Haywood, NC-284, Grading and struc-tures from Cold Springs Creek to Water-ville along Pigeon River, 6.2 miles, $1,600,000.

Jackson, US-19A & 23, Grading, structures and paving from Sylva to Haywod County line, 11.0 miles, $1,-260,000.

Swain, NC-28, Grading, structures and paving from US-19 at Almond to Graham County line, 4.6 miles, $520,-000.

Transylvania, NC-280, Grading, structures and paving from Brevard to US-276 (Additional lane), 2.5 miles, $400,000.

Transylvania, US-64, Widening two bridges and box culvert south of Bre-vard, $100,000.

Promoted to Engineer

Attractive Martha Enscore is the second woman to qualify for a Highway Engineer I rating with the Highway Commission. Emily Brown in Traffic Engineer Department qualified with her degree in Civil Engineering, Martha qualified by her on-the-job experience and training in the Roadway Design De-partment.

Her highway service dates from Sep-tember, 1949, when she came with the Commission as a Draftsman 1. She was subsequently promoted to Draftsman II and January 1, 1955, Martha was reclassified as Highway Engineer I.

She gives most of the credit for her on-the-job training to R. W. McGowan and Don Freeman, her former and present squad leaders. However, Dan Allen and Tom Park who recognized her competence and ability were in-strumental in getting her classification changed. Although reclassified, Martha's work remains the same as before the promotion. She continues to work up roadway plans for letting to contract.

In her five years of highway work, she has learned the exacting science of plotting plans, profiles, and cross sections and estimating quantities of materials necessary for the highway estimate on which the contractor bases his bid. All her work in the Raleigh roadway drafting room is based on notes made by the field survey parties and standards set up by the Commission.

Martha Warren Enscore, daughter of Mr. and Mrs. V. A. Warren, was born in Burlington, and graduated from Burlington High School. After gradua-tion from high school, she attended the Womans College and graduated in 1943 with a B. A. in primary education.

Although trained as an elementary teacher, she has never taught. Instead, she has preferred work in the drafting and engineering field. While at W. C., she did take a course in mechanical engineering drawing and several art courses.

Later Martha worked for several years as a naval architect's aide at Langley Field. There she was employed by the National Advisory Committee on Aeronautics. She did research and made line drawings on sea planes. This work calls for a high degree of accuracy and precision drawing.

For a short time, she worked for Pierson and Whitman, a Raleigh Con-sulting engineering firm. Since she has been with the Highway Commission, she has taken a correspondence course in architectural drawing from the In-ternational Correspondence Schools.

In May, 1951, Martha was married to Charles Enscore who is now with the General Equipment Company, Raleigh wholesale dealers for General Electric heating and air-conditioning. In addi-tion to engineering and sales work, Charles draws up heating lay-outs.



MARTHA ENSCORE

Traffic Increases

Traffic usage on the main highways in the State increased by two per cent in 1954 over the usage in 1953, according to a report from the Statistics and Planning division.

The two per cent increase was based on a 12-month continuous counting by the State's 20 regular permanent traffic counters.

However, the slight traffic increase is the lowest annual increase in over ten years. It was affected mainly by traffic usage during the first six months of 1954 when little traffic growth was recorded.

Traffic during the last six months of 1954 showed a definite upswing. Traffic was up six per cent during December, 1954 over the same month in 1953. In January, 1955, the traffic increase was up nine per cent. However, January traffic figures are none too reliable because of the normal low volume of traffic usage then plus the extreme effect of bad weather.

"It does appear that traffic in 1955 will be considerably higher than in any previous year in history. Sales of license plates are running about seven to eight per cent above sales a year ago. This seems to forecast a high traffic volume demand for the year to come," James S. Burch, Engineer of Statistics and Planning, said.

Extra Work Appreciated

The round-the-clock efforts of the highway crews to remove the big January snows from the highways brought several favorable comments.

The SHELBY DAILY STAR said, "Congratulations are due the N. C. Highway Department forces here for the quick and adequate manner the highways were cleared at the time of the snow.

". . . In northern cities it is a routine matter to get out the snow plows for frequent snows. Streets and highways are kept clear by alert crews of snow removers.

"Down South, it might be expected that we are rusty on such matters. However, the way our highway workers and street clearers got down to business in a hurry would do credit to a yankee crew experienced in ice and snow removal."

The GREENVILLE DAILY REFLECTOR said, "A word of praise should be said for the work of highway crews who did a commendable job this week of digging North Carolina's roads from under the heaviest blanket of snow to cover the state in seven years.

". . . By (that) Thursday morning practically all the primary roads had been cleared of their ice and snow by the highway crews and most of the secondary roads were made passable. It took a little longer for rural roads throughout the state to get the attention they needed, but these also were cleared by highway crews in what appears to us record time." They cited "the diligent work of the highway crews."

In an editorial headed "Our Highway Forces Know How to Clear Away Snow" the WAYNESVILLE MOUNTAINEER said, "After traveling 300 miles across the State the day after the recent big snow, we appreciated anew the work and achievements of the highway forces.

"The 300-miles of highway from here to Chapel Hill was as free of snow as if it were the middle of August.

"There were huge piles on the shoulders of the road, but the pavement itself was as dry as if a mid-summer sun were shining on it.

"Every few miles there were crews of workmen pushing the huge drifts down embankments to keep it from melting and running over the pavement.

"From one crew we learned that the operators of the scrapers, sand trucks and spreaders had worked throughout the night to get the roads open and to keep them clear.

"Many a night, the forces here in Haywood have braved the cold winds and bitter cold to keep such roads open as the one through Soco Gap, which perhaps catches more than its equal share of snow and ice. But the men stay with their job and keep the roads open so that the traveling motorists can go and come with ease and safety.

"Those who carry on this work are not often seen on the job, because most of the time they have to work from midnight to dawn. Anyway, they have done a magnificent job, and to them go the thanks of all North Carolina citize and all others who use our highways

Like Quick Action

The WILMINGTON NEWS recen said, "The State Highway Departm continues to do a magnificent job repairing hurricane damage erasing many of the scars left by Ha The latest plans of the departm affect Brunswick County areas. Co missioner Heide Trask has inform the county that four of its beaches get roads rebuilt as well as new pav and surfacing.

"This is more good news for damaged areas, and shows again t the State Highway Department plans carry through in the rehabilitat program.

"Long Beach will get eight miles damaged pavement replaced. . . . Hol Beach will get 4.9 miles of repav and a mile of new surface and Casw Beach will get 1.2 miles of repavi Ocean Isle Beach will get two miles base and surfacing.

"One of the good things about t project is that the work is being plan for the immediate future. The peo will not have to wait and wait and w The work will start in the immedi future, and will be completed in ti for the beach season.

"That is the kind of action Bru wick citizens like to see."

Trent Bridge Opened

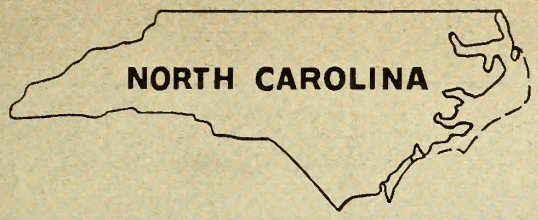
Governor Luther Hodges address the group who gathered February in New Bern for the formal dedicati of the New Trent River Bridge. turning the bridge over to George Ipo chairman of the Craven County Boa of Commissioners, he said that 10,0 vehicles a day are expected to pass o the 1,763-foot long bridge.

In addition to the Governor, Highw Chairman A. H. Graham, Highway Co missioner H. Maynard Hicks of Sn Hill, and New Bern's Mayor Mack Lupton spoke. Mrs. Hicks cut the bla and red ribbon that opened traffic the new bridge, and simultaneously t old wooden span a short distance up t Trent was barricaded.

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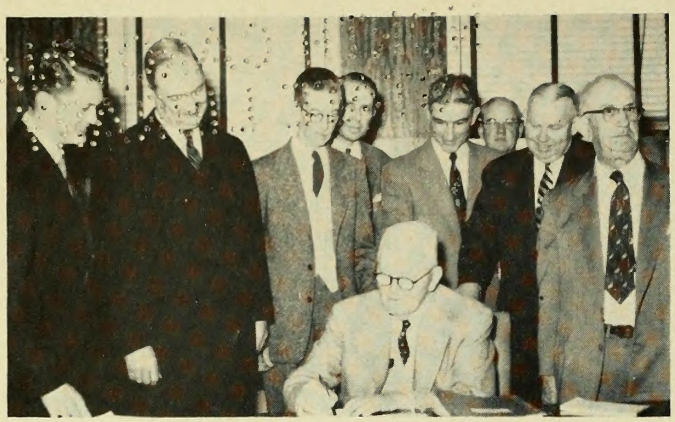


ROADWAYS

A MAGAZINE FOR EMPLOYEES
OF THE STATE HIGHWAY COMMISSION

MAY – JUNE, 1955





John Sprunt Hill autographs some of his early road papers while several of the Commissioners and department heads look on. Standing, from left, are Commissioner James A. Gray, Jr., Chairman Graham, Compensation Officer H. K. Witherspoon, Commissioner J. Van Lindley, Commissioner Donnie Sorrell, Division Engineer Hunter Irving, Commissioner Forrest Lockey, and Construction Engineer W. E. Hawkins.

Early Road Records Given

At the March meeting of the Commission, John Sprunt Hill of Durham, a pioneer in North Carolina highway progress, presented his collection of papers to the group.

Hill served on the original Highway Commission from 1921 to 1931. Even before 1921, he was active in promoting good roads. He was a booster of the first modern highway program in the State which was launched in 1921 with a $50 million bond issue and created the Highway Commission.

His collection of records included the original copy of a bill setting up the Commission and authorizing the bond issue. Chairman Graham accepted the papers saying they would be a valuable addition to highway records.

Spry and vigorous at 86, Hill regaled the group with humorous accounts of those early roadbuilding days.

No Parkway Tolls This Year

The Interior Department has suspended plans to charge tolls on the Blue Ridge Parkway this year.

The ASHEVILLE CITIZEN commented: "As it has done twice in the past, the Interior Department has abandoned plans to clap a toll (or 'fee') on autoists who use the Blue Ridge Parkway in North Carolina and Virginia."

And, "This ends for a year at least the unwise attempt to saddle a great roadway with a special tax . . . Ably abetted by the State of North Carolina, the people of Western North Carolina have had to fight with might and main to preserve only what they already have. For the time, they have a toll-free parkway. It must be kept that way."

THE CHARLOTTE OBSERVER thinks: "Opponents of the parkway tolls should continue their efforts to have Congress formally designate the road as a public freeway."

THE WILMINGTON NEWS says, "North Carolina has won a victory, at least it has taken the first round, in its campaign against tolls on the Blus Ridge Parkway . . . The State has a sound case, and should attain its goal by continuing its efforts."

COVER PICTURE

Work is progressing on the Tarheel Bridge over the Cape Fe Grannis and Sloan, Inc., holds the contract for the grading and pav of roadway leading up to the overflow bridge and the main bridge o the channel. Bowers Construction Company is building the bridges. J. Watkins of Creedmoor moved the buildngs off the right of way.

The work involved moving 200,000 cubic yards of earth for fill. The main channel bridge will be fixed and 300 feet long. It v have a 55 foot clearance since the river is navigable. The bridges located on a county road from NC 87 at Tarheel which runs northe to another paved county road. R. L. Wicker is resident engineer. work should be completed in the spring of 1956, and will cost ab $575,000.

The little two-car wooden ferry is seen on left while the contracto barge and crane are on right.

THE KINSTON FREE PRESS hopes that "the aband ment of the plan to apply tolls will be permanent and it will not be revived."

THE BURLINGTON TIME-NEWS says, "Tens of th sands of Tar Heels, and Parkway visitors from everywh who will drive all or sections of it this summer, will thankful for those who fought against the toll successf and won."

NORTH CAROLINA ROADWAYS

A Magazine for employees of the North Carolina State Highway and Public Works Commission

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Bypasses Give Major Traffic Relief to Cities and Towns

WITH THE ADVENT of warm
ather, roadbuilding shifts into high
r. All across the State, highway
ineers and contractors are meas-
ng, grading, building bridges, test-
road samples, laying stone, pouring
crete and paving with asphalt. Men
modern road machines combine to
ld a better, safer road system for
State.

pecial emphasis has been given by
State Highway Commission to im-
ve the primary highway system,
ecially to relieve traffic bottlenecks
cities and towns. These main traffic
eries carry the bulk of traffic in the
te.

n recent years, the trend in road-
lding has been to route the heavily-
velled through highway away from
downtown congestion of a city to
outskirts. The bypass or expressway
e of road project offers major relief
traffic congestion.

Some of the major construction jobs
bypass cities which have been com-
ted in recent years include:

JS 117, bypass, west side of Golds-
o; US 74, Dawson Street, Express-
y in Wilmington; US 70, bypass,
th side of Durham; US 158, bypass,
th side of Henderson; US 64, four-
e, divided, Western Boulevard,
leigh; US 70, 15-A, Bypass at Rae-
d; US 29, Expressway, north of
ensboro; US 1, four-lane, divided,
th of Raleigh; US 74, bypass, south
Shelby; US 64, four-lane divided, east
Raleigh; US 17, bypass, west side of
zabeth City; US 70, new Neuse River
dge and relocation in New Bern;
1, bypassing Wake Forest and
Franklinton; Lee Street Expressway in Greensboro; Independence Boulevard in Charlotte, Franklin Avenue in Gastonia, French Broad River Expressway in Asheville; and Glenwood Avenue in Raleigh.

Completed by 1954

During 1954, other major improvements were completed to expedite the free, uninterrupted flow of through traffic include:

US 19, between Lake Junaluska and Canton; the old 18-foot wide road was replaced by a modern four-lane divided highway.

US 70, between Black Mountain and Old Fort. One of the worst aligned roads in the State was replaced by a four-lane, divided, limited access highway which is a part of the Interstate System.

US 29, between Kings Mountain and Gastonia which is also a part of the Interstate System was widened to four lanes with a dividing median strip.

US 29, between Charlotte and China Grove, bypassing Concord, and from Yakin River to near High Point (bypassing Lexington and Thomasville) was widened and relocated to a four-lane divided highway. Since this section of 29 is a part of the Interstate System it has partial control of access, and is one of the most modern long highway stretches in the State.

US 158 bypass, east side of Oxford.

US 64, at Statesville, has recently been relocated to bypass the city on the north. This section has a 24-foot wide roadway with ample right of way for future dual-laning. It is part of the Interstate System and has control of access.

US 74, between Charlotte and Monroe, bypassing Monroe. The old 18-20 foot wide pavement has been relocated and built into a modern four-lane divided highway. The new road also bypasses Matthews.

US 52, at Mount Airy has been relocated to bypass the city on the west. The new highway is 24 feet wide and has limited access.

US 15, between Chapel Hill and Durham was rebuilt on a new location with a bypass at Chapel Hill and a new approach to Durham. The highway has a 22-foot wide roadway and limited access. The immediate plan is to pave the second 22-foot wide traffic lane which has already been graded. This will make a four-lane divided highway with limited access from Durham to Chapel Hill.

US 301, from Fayetteville to near the Robeson County line, another link of the Interstate Highway System, has been widened, relocated and reconstructed to a four-lane divided highway with partial control of access.

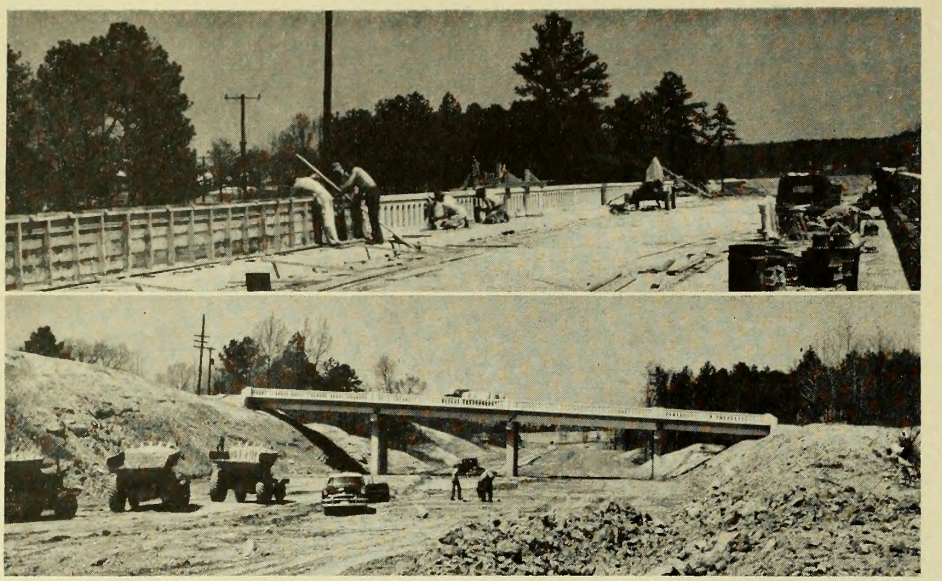
Major bypass jobs which were let to

(Continued on page 2)



US 301 has been dual-laned for 5.92 miles south of yetteville. The big four-laned highway which carries ch of the north-south traffic through the State is flanked paved service roads. All the service stations, tourist rts, businesses and homes are safely set back off the main hway on the service roads.

Building the two 24-foot wide traffic lanes and parallel access roads cost about $676,000. Suber and Company of Whitmire, S. C., did the grading and paving while Columbus Contractors of Whiteville built the structures. Earlier Crouch Brothers and J. B. Watkins moved buildings off the right of way. K. C. Butler was resident engineer on the work. Landscape forces are planting and seeding the roadsides for erosion control.



Work is nearing completion on building the structures and grading the roadway in the five-mile relocation of US 70 around the east side of Durham. In top picture, contractor forces were casting handrail posts while others were rubbing the handrails with carborundum stones for the finish. New US 70 will go over Trinity Avenue. In bottom picture a lumber truck crosses on structure which carries Fishdam Road over new four-laned US 70. Dumptors were used to remove rock cut. Roger Dowtin was resident engineer on the work till transferred as District Engineer in Henderson. J. B. Cutchin is resident engineer now and will be in charge of the paving this summer. Division Engineer Hunter Irving has also closely supervised the work.

BYPASSES

(Continued from page 1)

contract before October, 1954, and which are still under construction include:

US 29-70, Thomasville-Efland Superhighway. This limited access type of highway is now being built, south of the existing highway, to the high standards of the Interstate System. When complete, it will mean a four-lane, divided, highway from Thomasville to south of Greensboro and a two-lane highway, with provision for future dual-laning from Greensboro to Efland. The superhighway will bypass High Point, Jamestown, Greensboro, Burlington, Graham, Haw River and Mebane. In Greensboro, a connection is being built linking the highway with existing US 29, near Phillips Avenue, on the east side of the city.

US 52 is being modernized to bypass the south side of Wadesboro between Morven and US 74.

US 321 is being built on new location between Hickory and Lenoir. Almost complete, the new road will bypass Hudson and Granite Falls and have a 24-foot wide roadway with ample right of way to provide future dual-laning.

US 301, another expressway type of highway is being rebuilt on a new location through Harnett County to bypass Dunn on the east side.

Under Construction

Relocation and bypasses are also underway on the following highways: US 70 at Morganton, and on east side of Durham (and US 15); US 421 at Kernersville; US 321 on southeast side of Lincolnton; US 29 at Reidsville; US 15 at Laurinburg; US 301 at Wilson. Lee Street is being extended in Greensboro; Morehead Street is being extended in Charlotte to Wilkinson Boulevard; and the big Dawson Street project is being paved in Raleigh.

Since October, 1954, many road jobs bypassing cities and towns have been let to contract. Some of the major ones include:

US 1, grading and structures for 10.2 miles to bypass Henderson on the east side.

US 1, grading, structures and paving for the 6.09 mile long bypass of Sanford on the west side.

NC 11, grading and structures for the 4.03-mile relocation around Greenville.

US 15, grading and structures for 10.4 miles to bypass Carthage on the east.

US 21, grading and structures for 9.6 miles to bypass Huntersville.

US 21, paving the new ten-m stretch which bypasses Davidson Cornelius.

US 29, grading, paving and structu part of the Greensboro bypass on east side.

US 29, grading and paving on 9.7-mile long bypass of King Mount on its east side.

US 29, grading and structures for 6.6-mile long bypass of Salisbury the east side. The work includes bu ing ten major structures (four will dual-laned). The biggest structure v be the new 883-foot long bridge over Yadkin River between Rowan a Davidson counties.

US 70, grading and structures the 2.2-miles long bypass of Kinston the southwest side.

US 70, grading and structures 9.3 miles to bypass Goldsboro on north side.

US 220, grading and structures 2.8 miles to bypass Greensboro on northwest side.

US 264, one mile of grading, str tures and paving to bypass Scranto

US 301, 7.1 miles of grading a structures in the relocation of US 3 around Smithfield.

US 301, 9.2 miles of concrete pav on the Rocky Mount bypass which on the west side of Rocky Mount.

US 301, grading, paving and str tures for 1.5 miles to bypass Fayet ville on the east side.

US 301, paving the 5.5-mile lo Lumberton bypass which has be graded and had structures built.

U S 321, 1.3 miles of grading a structures for a bypass of Lincolnt on the east side.

US 701, 4.6 miles of paving the Whi ville bypass which has already be graded and had the structures built.

NC 24, 5.5 miles of grading, pavi and structures to build a four-la divided highway from Jacksonville Camp Lejeune.

US 70, grading and structures to bu 10.1 miles of a four-lane divided hig way from New Bern to Havelock.

US 421, 10.8 miles of grading a structures in the relocation of 421 fr North Wilkesboro to Maple Springs.

Paving is underway on the 1.5-m long Dawson Street project in Raleig it will mean a four-lane expressway funnel suburban traffic into the ci Work is progressing on the 1.6 miles grading and structures in the first li of the multimillion dollar Winsto

(Continued on page 4)

Route Hearing Held

The full Highway Commission sat for hearing on the proposed routing of e interstate highway into Tennessee pril 18, in the City Auditorium of sheville.

Proponents of either the Pigeon River oute or the French Broad River Route ere on hand to voice their opinions as the exact routing. Following the guments of both sides, the Commis- on unanimously voted to delay the tal decision until a later date.

T. M. Howerton, a private Asheville gineer, is making a survey of the rench Broad route.

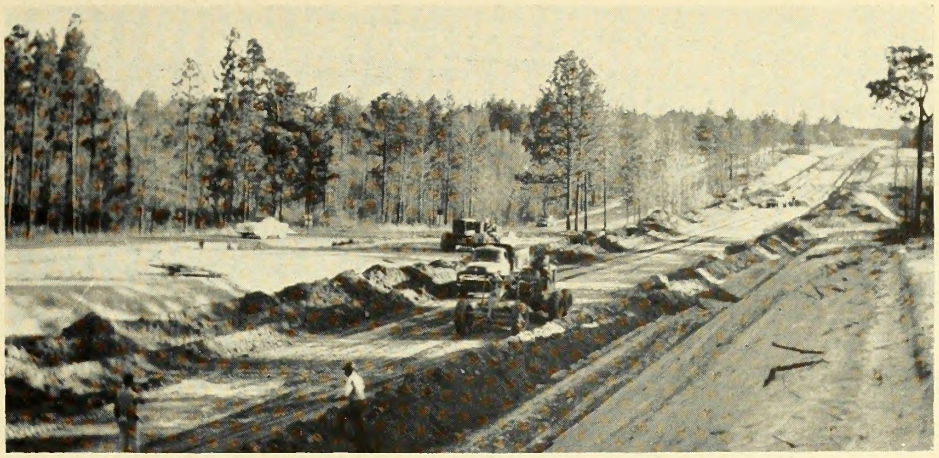
The Pigeon River proponents in- uded Jonathan Woody, Charles Wray, randon Hodges, Harry Prevost, Dr. elly Bennett and William Medford no spoke on the merits of the route rough Haywood County. They stressed at the Pigeon River route would pro- de an all-weather, water-level route connect western North Carolina with e midwest, that much of the necessary ght of way had been given, that no tours would be needed since most the new construction would be in rgin territory, that Tennessee wants meet North Carolina at Waterville, at its construction would be cheaper id more quickly done than by the rench Broad route, and that it would ot be a problem to meet the interstate andards requiring 260 foot right of ay with controlled access.

Mayor Earl Eller of Asheville headed e French Broad group. Other speakers ere Dr. John Goode, Don Elias, Calvin dney, Mrs. Harry Ditmore, Father ndrew Graves, A. E. Leake, and harles Mashburn. They urged the Com- ission to delay final action until a detailed, complete survey of the French Broad route could be made. They want to "ascertain the facts before spending a vast amount of money." They questioned the engineering estimates showing the French Broad route would cost between $21,000,000 and $26,000,000 and said "your figure of $5,000,000 for buying rights-of-way along the French Broad is inaccurate." Further, they claimed the three-laned highway from Asheville to Canton couldn't be built to interstate standards as it is too congested and built up now. Most of all, they stressed that they didn't want their present route numbers (US 25 and 70) taken away and that they wanted a thorough survey.

Chief Locating Engineer R. Getty Browning told the group of the engineering problem of getting through, over or around Marshall. Another problem, he said was getting the big highway northwest out of Asheville which is heavily built-up with modern tourist courts.

Chairman Graham said it was obvious from the hearing that western North Carolina needed more than one road outlet to the west.

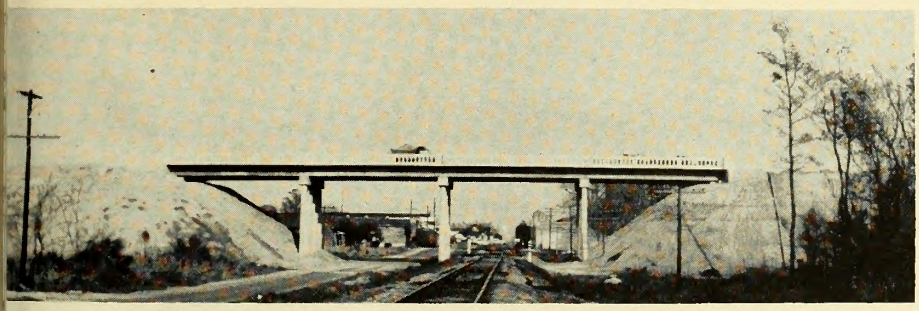
Chief Engineer Rogers explained to the French Broad enthusiasts that the Highway Commission doesn't want to take away any road from any county or section. He cited the sincerity of purpose of the highway locating engineers in getting the best possible location to afford transportation services that all Tar Heels are entitled to. He stressed that the Highway Commission is impartial and impersonal in its locations and that a new road is located where it will serve the greatest number of people. He told the French Broad group that there is no intention to remove any existing highway route number. Eventually, the highway from Clyde to Asheville can be made four-laned he said, but in the meantime it should adequately serve traffic needs for the next 10-20 years. The problem of relocating highways to meet the high interstate standards for control of access was explained. Although he feels that the Pigeon River route could be built more quickly and more economically than the French Broad route, he said the French Broad route had not been overlooked and would be studied further.



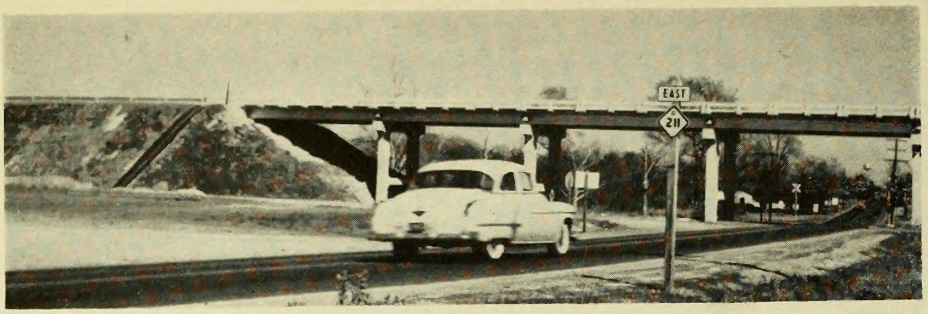
US 1 is being dual-laned for 6.17 miles from Aberdeen to the Lumber River Bridge. The existing surface on old US 1, on the left, will be resurfaced also.

Blythe Brothers of Charlotte is grading and building the structures. The firm will also do the paving. Earlier F. E. Boege of Whiteville moved the building off the right of way.

Work on dual-laning this section of US 1 should be complete by June 1. Cost of the project is about $248,000. Fred Beck is the resident engineer.



The only major structure on the 4.68-mile long bypass of US 701 around White- ille goes over the Atlantic Coastline Railroad track and a local road. Dickerson, ic., of Monroe graded the roadway and built the structure. Earlier F. E. Beege oved buildings off the right of way. The C. G. Tate Construction Company of oncord is paving the new road which runs from a point on US 701, about 1.5 iles north of Whiteville, south to a point on US 701, one mile south of the Vhiteville city limits. Approximate cost of the relocated highway is $478,000. It ould be complete this fall. O. L. Owen is resident engineer.



The major structure on the Raeford bypass on US 15-A goes over NC 211 and the Aberdeen and Rockfish Railroad track as they enter Raeford. The grade separation cost about $52,000 and was built by Ballenger Paving Company of Greenville, S. C.

Under another contract, Ballenger laid a sand asphalt base and paved for 22.875 miles from Raeford, including the bypass, on US 15-A to the beginning of the Laurinburg bypass which is still under construction. Sam Swaringen was resident engineer on the work.

BYPASSES

(Continued from page 2)

Salem Expressway. This is the biggest urban project in the State.

Future Bypass Planned

Proposed projects which are now in the final planning stages and which should be under construction during the next two years, subject to available funds and final decisions are:

US 17, between Folkstone and Jacksonville.

US 301, between Lucama and Wilson.

US 1, near Aberdeen.

US 1, between Crabtree Creek and Dawson Street Expressway in Raleigh.

US 117, bypass on east side of Wilmington.

US 421, between Greensboro and Kernersville.

US 29, between China Grove and Salisbury.

US 70, between Statesville and Conover.

US 70, between Hickory and Morganton.

US 29, Charlotte bypass on the northwest side.

US 70, between Hickory and Morganton.

US 21, Statesville bypass.

US 421, between Winston-Salem and Yadkinville.

US 70, between Morganton and Marion.

US 17, Windsor bypass.

US 301, between Weldon and Virginia line.

US 158, extension of the Winston-Salem Expressway, both east and west.

US 19, Expressway through Canton.

In addition to its heavy schedule of new construction, the State Highway Commission has the very extensive and expensive work of maintaining some 69,000 miles of highways, roads and streets. This gigantic job requires widening, resurfacing, shoulder widening, grassing, relocation and curve elimination, bridge-widening or rebuilding, ferry operation, signing and marking the highways for safety and speed limits.

Road Needs Estimated

The cost of needed highway construction in North Carolina through 1964 was estimated recently by the Bureau of Public Roads at $1,216,000,000.

Cost of highway needs in the various states ranges from an estimated 220 million in Nevada to more than eight billion in California.

Cost for improving the interstate system in North Carolina totalled 247 million. It was split with 226 million for rural and 21 million for urban roads.

For the primary and secondary federal aid systems, the Bureau estimated North Carolina primary needs at 365 million dollars, with 314 million for rural and 42 million for urban.

Secondary system needs in the State were estimated at 255 million, all for State and none for local roads.

The report estimated that federal aid highways in North Carolina would cost 858 million dollars and that other needed highway work in the State, not entitled to federal aid, would cost 358 million.

S. S. Retirement Bills Near Passage by Senate

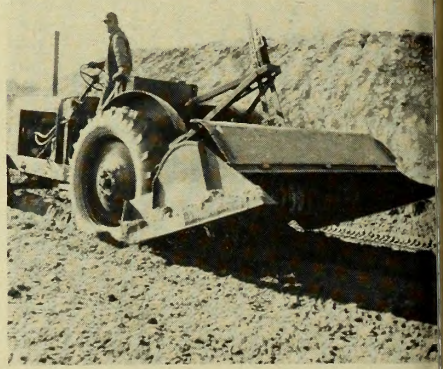
By the time you read this, HB 4 and 498 providing for a possible o ordination of the Teachers and Sta Employees Retirement System with t Federal Social Security Act may ha successfully passed the Senate. Bo bills have already passed the House.

HB 497 is the enabling act giving t State the authority to coordinate its r tirement system with the Social Secur program. HB 498 provides that t Governor designate a State agency hold an election to determine if majority of the 65,000 members of t State Retirement System are in fav of the merger. The election, if t bills pass the Legislature, must be he at least 90 days later which wou probably be in October or Novembe If a majority of the State-employ members of the Retirement System vo in favor of the coordinated progra all permanent as well as tempora State employees would be covered the joint program. If approved, t coordinated program would be retr active to January 1, 1955.

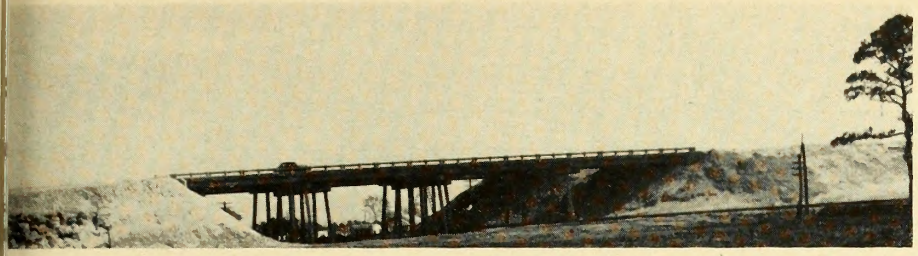
Trask Praised

The Pender County Commissione recently passed a resolution praisi C. Heide Trask, Third Division Co missioner, for his cooperation in buil ing new roads in their area.

The Pender group said Trask sto "ready at all times" to help the coun with its roads. They cited his help " building new highways and streets the county and town of Burgaw."



Doug Priest was operating a self propelled Seamen Mixer which mixe sand clay for the base course on a shor relocation of US 74 near Laurinburg



The big bridges which span the Seaboard Railroad tracks and a local road into umberton are part of the extensive structure work on the 5.6-mile long relocation ' US 301 around Lumberton. The work involved grading for a four-laned high-ay and building eight major structures. The relocated highway will run from a oint on existing US 301, about 1.7 miles north of the intersection of US 74 and 01, north to tie back in with existing 301, three miles west of Lumberton. Charles . Shepherd, Inc., of Atlanta, Ga., graded the roadway. Bowers Construction ompany of Raleigh built the structures. Earlier F. E. Boege Company of White-ille moved the buildings off the right of way. Approximate cost of the house-oving, grading and structures is $885,000. J. C. Parkin is resident engineer of ic work.

Standards Adopted

In March, State Highway Engineer '. H. Rogers, Jr., flew to Chicago, linois to attend two important commit-e meeting of the American Association ' State Highway Officials.

He was a member of the Committee n Planning and Design Policies for the eometric Design Standards for the nterstate Highway System. The stand-rds adopted are the minimum and othing less will be acceptable to the ureau of Public Roads for construc-on on the Interstate System.

The ultimate construction will elimi-ate all crossings at grade and will equire complete control of access. How-ver, it will not be necessary in all ases to construct grade separations at ounty road crossing where such cross-ng have a low traffic volume. However, is essential to secure the necessary ght of way when initial construction is egun so that in the future a grade eparation can be built when and if ecessary.

Any crossovers between lanes, or rossings at grade on the Interstate ystem are temporary and subject to limination in the future. Engineers are autioned to make no commitment to ny person that such temporary cross-ngs will ever be permanent. Real estate, ndustrial and business properties hould be discouraged from developing t such temporary crossings. Such de-elopments would necessitate the im-nediate construction of grade eparations since they materially change he traffic pattern.

The Interstate Highway System is the ost important in the United States as carries more traffic per mile than any other comparable national system and includes the roads of greatest significance to the economic welfare and defense of the Nation.

Backbone of Nation

Since the Interstate System is the backbone of the Nation's highway systems, it must be designed and protected with control of access to insure its permanence, utility and safety, and with flexibility to provide for possible future expansion. Two-lane highways should be designed so that slow-moving vehicles can be passed with ease and safety at practically all times. Divided highways should be designed as two separate one-way roads, where feasible, to take advantage of terrain and other conditions for economy, safe and relaxed driving and pleasing appearance.

Where financial, physical or other conditions make it necessary to defer the construction of some part of the ultimate design, the geometric design features of alignment, profile right of way, or control of access should not be deferred. Once alignment, grade and sight distances are molded into the landscape and tied down, they are most difficult and expensive to correct. Acquiring additional right of way and rights for control of access may be prohibitive in cost. In determining geometric features and right of way, a generous factor of safety and adequacy should be used.

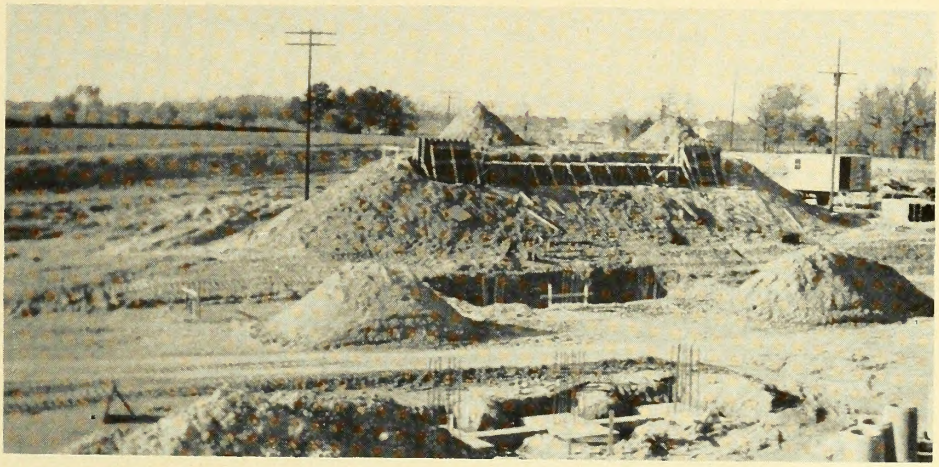
Interstate highways should be designed to serve safely and efficiently the large volumes of passenger vehicles, buses, trucks (including tractor-trailer and semi-trailer combination), and military equipment for at least a 20-year period from date of construction.

All railroad grade crossings shall be eliminated ultimately. The required right of way for the separation should be acquired or reserved initially.

Eliminate Grade Intersections

All at-grade intersections of public highways, except as permitted for sparsely settled rural areas, shall be

(Continued on page 19)



Concrete footings for a future grade separation on the 5.13-mile long bypass of US 15-A around Laurinburg are being built. When complete, US 74, west of Laurinburg, will go over the structure while dual-laned US 15-A will go under.

Grading for the four-laned roadway was done by Grannis and Sloan, Inc., of Fayetteville. Rea Construction of Charlotte is building the structures. Bailey and Phillips of Selma had the contract for moving building off the right of way. The relocated highway will run from a point on US 15-A about 0.7 mile southwest of the city limits of Laurinburg northeast of the city to a point on US 15-A about 1.5 miles northeast of the city limits. Approximate cost of the grading, house moving and structures is $208,000. A contract will be let later this year for the paving. R. G. Southall is resident engineer.

N.C.S.H.E.A. Association News

Vol. 5—Edition 5 **May, 195**

AS OF THIS WRITING DATE the opinion of the majority of members of the North Carolina General Assembly is that the 1955 Session will adjourn around June 1; It is hoped that when you read this article, adjournment will be history and we will know where we stand.

AS OF NOW the increment funds are not completely safe, but we do have more hopes of being able to salvage the program than we did a few weeks ago. Every possible contact has been made State-wide with members of the General Assembly, and particularly with those members on the Appropriations Committees and on the joint Sub-Committee. We have had sufficient promises to hold the program in line, and I hope when you read this that we can safely say that we have won.

INSURANCE CHANGES are being discussed, with present plans calling for a meeting of our Insurance Committee (R. W. Dawson, Chairman) with officials of the Connecticut General Life Insurance and Mr. H. K. Witherspoon in May or June. At that time we plan to discuss in detail the proposed changes to see if they can be put into effect with the new contract date next October 1.

THESE CHANGES are being discussed at the request of many of our members over the State. One suggested change would be to add two more Life Groups to the contract, since we now have a spread from $3500 to $5000. The proposal would be to add another group at $4,000 and another at $4500 to take care of those employees in that group. A survey has been made and it has been determined that we would have approximately 359 employees in the group from $4,000 but not over $4500, and 144 in the group over $4500 but not over $5000. It is entirely possible that these additional groups may be added with the new contract. Also, proposals are being studied and an informal poll is being taken during April among the employees on possible increases in the daily hospital room allowance. As you know, this was originally set at $5 per day due to ability of the majority to pay and thinking at that time the allowance was more sufficient than it now is. Since 1949 the hospital costs have increased to such an extent that we feel the $5 is entirely too low. Surveys being taken are on three proposals, one to increase the allowance to $6, one to $6.50, one to $7.50, and the majority will prevail. It was felt that this information would be helpful to your Committee in discussing the changes with the Insurance Company and to settle on which group is more desirable. Members as a whole advise that the allowance for "extras" and the allowance for surgical is satisfactory at the present. The Company has warned that the impact of the increase may be harmful to our experience in the future in view of the tremendous number of claims being submitted; however, we do feel that the Company has authority to set the rates that should provide for all contingencies, and that the impact here should not be any more than it would for some other company handling the same type hospitalization. We should have a definite decision in May or June.

SOCIAL SECURITY—RETIREMENT COORDINATION at the date of this writing is still in the forefront for thousands of employees. At this date, the bills have cleared the House Retirement Committee, have been submitted to the floor of the House, and then referred to House Appropriations as a safety measure. Your Secretary has been called for discussion of the bills by a sub-committee, and we feel the bills will be cleared before you have opportunity to read this article.

IF THESE BILLS CLEAR THE LEGISTURE, we plan to have meetings in every Chapter in the State, and furnish all possible information so the membership will be intelligently able to vote their convictions when the referendum is called. Also, when we have our Annual Unit Meetings in July and August, it is hoped we will be able to call in more employees than the usual number of delegates so a fruitful discussion of the proposal can be held.

MORE QUESTIONS BEING ASKED daily about SS-Retirement, and space does not permit full discussion here. However, to clear two important points: withdrawals of your contributions to the State System, both past and future, will still be allowed if you separate and desire to withdraw. There are no with drawals of SS funds. None of th money you have previously paid in to be bothered, as protected by th Constitutional Amendment. Disability to be retained *in full*, with a suppl ment being made to the 3% system i the future to allow disability retir ment at the full 5% rate. Some hav asked me do benefits increase unde SS when the contributions go up t 2½% in 1960—the answer is we do n know. Congress can change the SS la whenever they wish, and they may in crease benefits, or they may remain a the same level as at present. Th original SS System was established o anticipation of gradual increase to 4% contribution. Every change tha Congress has made since 1937 has bee a change for the betterment of the pla so we can only hope for the future.

YOUR ASSOCIATION has worked da and night, 7 days a week, since earl January to safeguard your interests i the General Assembly. We only hop that our efforts have been successfu and you can be sure of one thing: i there had been no organization at al nobody knows what could have happen ed to your living standards. This ha been one of the hardest-fought Legisla tures I have ever worked in, with mor groups opposing taxes than ever before with other groups proposing taxes an maintenance of services. We have bee called before more Legislative Commit tees than ever before, our counsel ha been sought more than any sessio before, which proves that we have a valuable organization without whic our way of living could be seriously im paired.

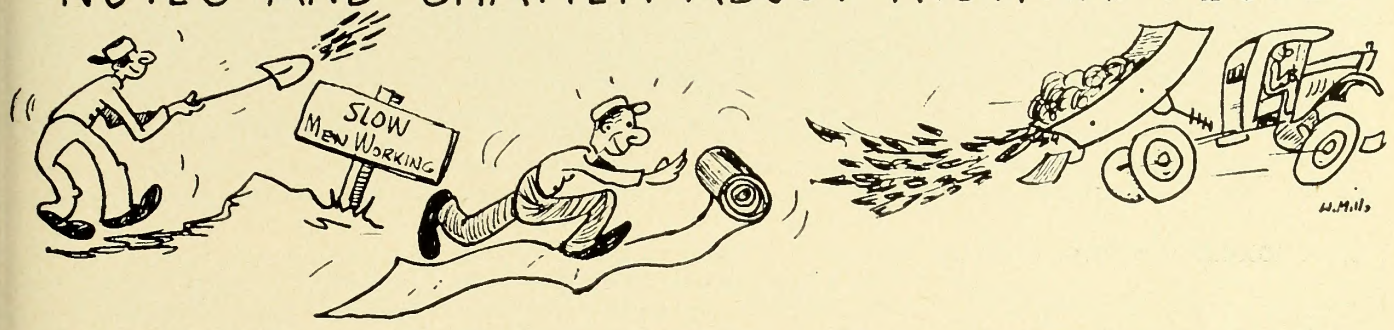
JUST RAMBLIN'—The only differ ence between a rut and a grave is th depth—an ideally matched couple woul be a snoring husband and a deaf wife— a politician is one who stands for wha he thinks people will fall for—the ma of the hour is one whose wife told hin to just wait a minute—isn't it peculia that a woman can spot a blonde hair o your coat ten feet away, but she can' see a pair of ten by twelve garag doors?

I'll be seeing you around.

OTIS BANKS, Secretary

TAR WHEELS

NOTES AND CHATTER ABOUT HIGHWAY PEOPLE



HEADQUARTERS

BRIDGE NEWS . . . Congratulations o the following bridge employees who ill receive service awards: *G. T. Parkin* or 25 years; *W. J. Brown* and *R. E. oblin*, 20 years; *Mrs. Annie Ruth Sugg*, en years; *R. F. Nickel*, *H. R. Peele*, *B. P. errell*, and *Sam Usry*, five years.

SYMPATHY to *Mrs. Charles O. Aber-ethy* in the loss of her husband who ied of a heart attack March 9, while orking on a project in Wilmington; he ad been a valued employee with the tructure survey division of the Bridge epartment for over 16 years.

HYDROGRAPHRIC Engineer *W. S. Vinslow* attended a meeting of the Drain-ge Committee of the Highway Research oard in Stillwater, Oklahoma, April 9-20.

THE J. J. POWELLS have moved to 14 N. Center Street, Nashville . . . Bridge onstruction Engineer *Powell* has trans-erred from headquarters in Raleigh to tatesville where he will handle bridge onstruction matters in Divisions Nine, leven, Twelve, Thirteen, and Fourteen.

CONGRATULATIONS to *Richard C. ow*, part-time employee in the Bridge rafting Room, who will receive a Profes-ional degree in Civil Engineering from . C. State College May 29.

P. B. Honeycutt, Jr., who has been mployed in the Bridge drafting room ince his graduation from N. C. State ollege last June, reported for duty as a econd Lieutenant in the Signal Corps f the U. S. Army at Fort Monmouth, ew Jersey, May 10.

MRS. ALENE FOLTZ and family spent he Easter holidays visiting relatives in Vashington, D. C.

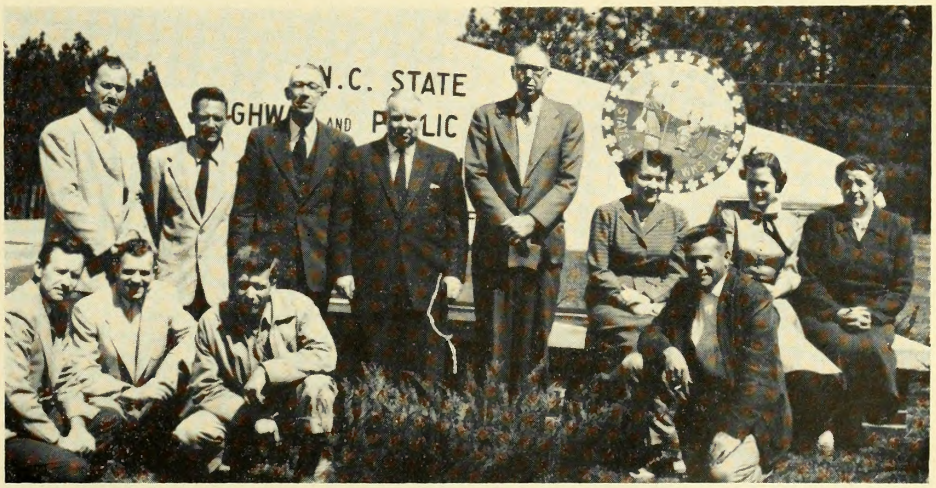
CHARLES GOODWIN and family vis-ted in Richmond, Va., during Easter.

FROM BRIDGE Maintenance Depart-ment comes word that *Lloyd Cutting* has finished the new division office at Win-ston-Salem and will go to Wilmington to direct building of new division office there . . . Sympathy goes to *Buck Taylor* and his brother, *Joe*, of Roadway Design, in the loss of their older brother, Henry, who died unexpectedly April 6, in Rich-mond . . . *Pam Connelly* took a week-long vacation to visit her family in Spring Hope . . . *Ralph Carroll* and wife also took a week of vacation fishing at Buggs Island . . . *Jess Markham* tripped and sprained a ligament in his arm . . . *"Hap" Bivens* of North Wilkesboro is improving from his recent illness . . . *Lelon G. Pierce* is recuperating at home after a recent operation in Rex Hospital . . . *John W. Pagan* is still out with a broken leg . . . A former employee, *Mrs. Becky Griffin*, had her second child and son, April 15; he was named Gregory Lynn Griffin.

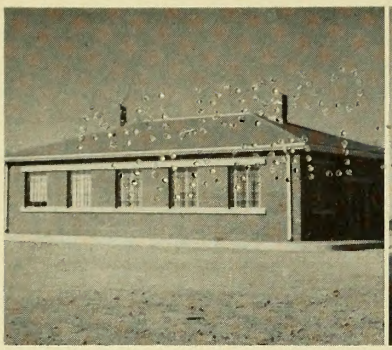
FROM THE LABORATORY . . . Con-gratulations to *Mrs. Helen J. Brothers* and *C. G. Phillips* upon passing their 30 year work anniversaries with the High-way Commission . . . *W. W. Evans* has just completed 25 years of highway work . . . *A. T. O'Berry* has rounded out twenty years . . . *N. W. Northcutt* has finished 15 years . . . Four employees—*E. H. Cur-tis*, *J. S. Knox*, *F. W. Ritchie*, and *H. Fred Waller, Jr.*—have completed five years.

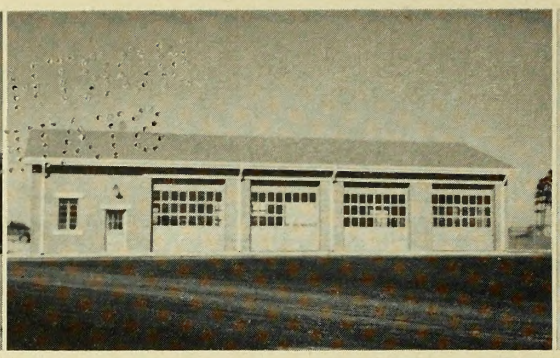
IN MARCH, *Mrs. R. F. Brothers* en-joyed a fine vacation in Titusville and Pensacola, Florida, New Orleans and At-lanta . . . She was accompanied by her husband, sister and brother-in-law—the Lem Perrys' of Raleigh.

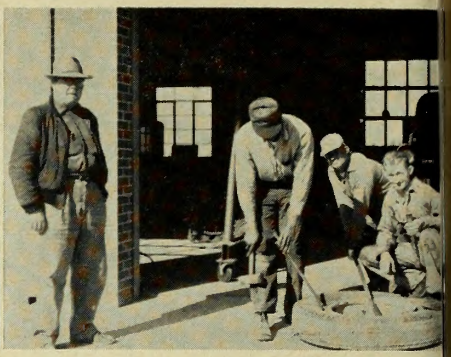
JESSE R. MOYE, III, has resigned from his work in the research laboratory to work in Richmond, Va.



Some of the folks who work in the Eighth Division Office at Aberdeen lined up for a picture. From left, kneeling, that's Ed Darden, Herman Shaw, Al Parker (Bridge Location in Raleigh), "Dutch" Bristow (Location). Standing, from left, see C. B. Wicker, Fred Beck, T. C. Johnston, Commissioner Forrest Lockey, T. G. Poindexter, Sallie Hulak, Peggie Wilson, and Elizabeth Pleasants.







A much-needed new subshop was completed at Wagram this winter by bridge maintenance forces under direction of E. B. Tomlinson. Scotland County Maintenance Supervisor J. E. Lee and Resident Engineer R. G. Southall have offices in building on left. Next is the trim shop itself wi four ceiling-to-floor doors. In right picture, from left, Alton Peele, a prisoner, R. N. Capps and J. D. Strider wh were repairing a tire. The new Wagram lay-out is pave

C. E. MOORE transferred from the Fourth Division office to the Laboratory, March 1, as a Materials Inspector.

TASKER KENT came to work with the Physical Testing Laboratory, April 1, as a Laboratory Technician.

JOHN F. HICKMAN has been employed in the research laboratory since March 1.

NEW PARENTS . . . *Mr. and Mrs. D. L. Cox, Jr.*, announce the birth of a son, Dalmer Linden Cox, III, April 2, in Rex Hospital . . . *Mr. and Mrs. A. C. Dodson* became the proud parents of a daughter, Mary Louisa, who was born April 6; the Dodsons live in Durham.

FROM EQUIPMENT . . . *Essie Ruth Jones* married James C. Umstead May 14, in the Bethel Hill Baptist Church near Roxboro ;the groom is the son of Ervin Umstead, a section foreman in Division Five . . . *Margaret Seagroves* and husband attended the Yankee-Senator baseball game the week-end of April 16, in Washington, D. C. . . . *Mrs. Shirley Langdon* is a new employee; she lives in Clayton . . . *Grover Finch* of the Depot has been ill at Rex Hospital.

ON LOCATION . . . *H. B. Midgette* has been promoted to the position of *Garland Lloyd* who died recently; *Midgette* was his assistant . . . *Paul Ferguson* has been transferred from the drafting room to field work; he's with *Lawrence Mahinski's* party out of Raleigh . . . *Richard McCabe* is a new draftsman . . . *Sudie Seltman* spent the week of May 9 visiting her cousins in Charlotte.

FROM STATISTICS . . . *Marie Hall* is back after recuperating from a car wreck this winter . . . *R. N. Brincefield* is making a nice recovery from a recent operation . . . *Jane Cameron* has recuperated from a recent illness . . . Sympathy goes to *Mildred Thompson* in the death of her husband, Charlie, April 11; and to *Bill Taylor* in the death of his mother, March 21 . . . *Tilly Bevacqua's* secretary, *Bonita Arnold* resigned to work for Civil Service at the Army Headquarters here . . . *Polk Denmark* won a prize from a local sporting goods store when he caught a 14 ounce bream.

VERA JEFFREYS of Compensation and Insurance Office spent a week in Huntington, West Virginia, when her husband had to be there on business.

FROM RIGHT OF WAY . . . *John Holmes* and his family spent Easter in Edenton . . . *Trulah Page* was out sick with flu for several days . . . *A. Z. Williams* and his family spent a recent week-end in Troutman . . . There are two new secretaries: *Maxine Monteith* at Sylva while *Helen K. Roland* is on leave of absence; and *Mrs. Elizabeth P. Pleasants* replaces Sally Hulak at Aberdeen office.

LEGAL NEWS . . . *Virginia Lyon* left in April for a six week tour of Europe; she was in a party of Interior Decorators . . . *Betsy Edmundson* replaces her while *Virginia* is away . . . *Larry Beltman* was married in February to Thera Hunt.

PRISON PERSONNEL . . . *Virginia Clement* is back after being out a month with a virus . . . Also back after a long illness is *Bill Mingis* . . . "*Doc*" McRae has been out with his son who is ill Fayetteville . . . *Doyle Lock* and *Chandl McIver* are working on setting up a coo ing school at Central Prison . . . Assista Superintendent *Robert Lennon* of Can Polk has several new guards: *Joe Greer, John R. Page,* and *Troy L. Pier* . . . *Ralph H. Hilliard* is the new Se geant of the Guard . . . *Ed Dillard* slowly improving from his recent illnes

FROM PURCHASING . . . *Betty W kins* recently spent several days in Pe sacola, Florida . . . *Louise Shepherd* wa out sick for several days . . . *Reapa M Daniel* has moved into her new home i the Lockwood subdivision . . . *Elizabet Starling* spent a week-end in Washin ton, D. C, in April . . . *Olene Enni Reapa, Elizabeth* and *Betty* attended th Azalea Festival . . . The *Jim Potters* a tended the Azalea Festival, too . . *Daisy Rhoney* will spend a week in Flo ida in June . . . Sympathy goes to *Sall* Young in the recent deaths of her mothe and mother-in-law . . . *Gilliam Johnso* has a new grandson.

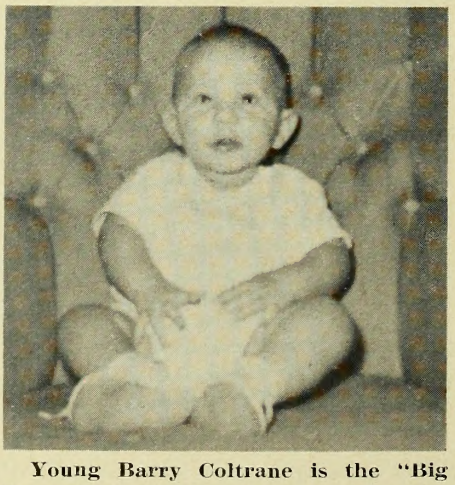
HAROLD RHUDY of the Traffic Eng neering Department is mighty proud his little daughter, Margaret Ann, wh was born April 16; he already has tw sons.

WHEN *Elizabeth Wiggins* transferre from Construction to the Federal Contac Engineer's office, *Virginia McDonal* transferred from Statistics to *Elizabeth'* former job.

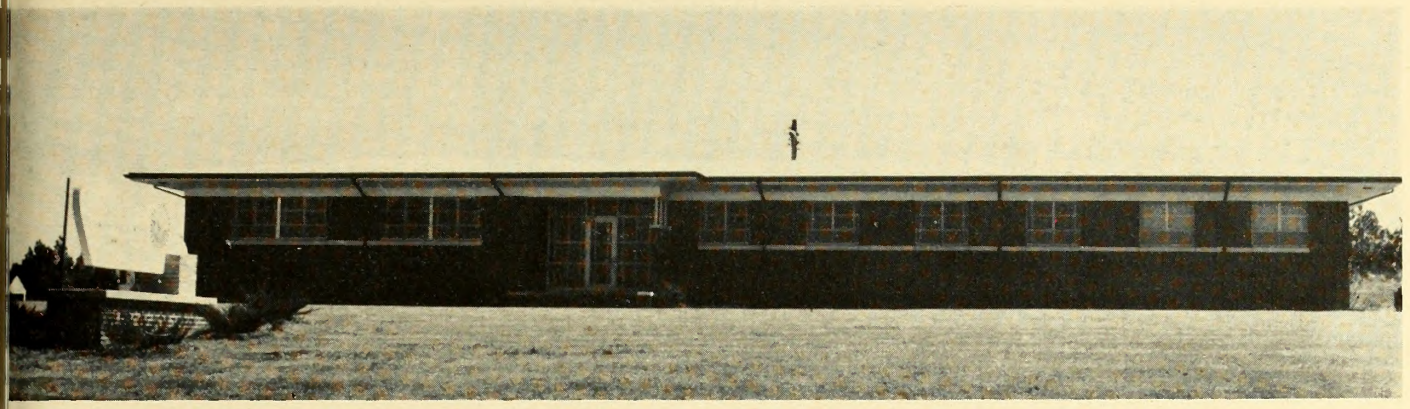
WORTH SORRELL of Landscape De partment is pleased with his second so Wayne Ronald, who was born March 1

FOLKS in Roadway who received serv ice emblems include *T. G. Moody* for 2 years; *J. D. Duncan* for 15; *W. H. Barke* for ten; and five employees for five year of service: *Don Freeman, Dolly Knowles Earl Williams, Martha Enscore* an *George Sakas.*

WALDO JONES resigned recently be cause of ill health . . . Two men in Road way have also had recent appendectomie



Young Barry Coltrane is the "Big Event" in the lives of his parents, the A. L. Coltranes. His dad is the landscape supervisor in the Seventh Division.



The new division office for the Eighth is located at Aberdeen on a hill overlooking US 1. The handsome one-storey office was built of brick-veneered construction over concrete block.

The building is 40 x 111 feet in size. Located in the basement is the oil heating unit, two offices, a field survey and drafting room, and a big file and storage room for construction plans.

The first storey has a lobby, 11 offices and a board room. There is a length-of-the-building corridor and rest rooms. There are asphalt tile floors and acoustical tile ceilings. The walls are painted with soft shades of light green. The clear birch doors are finished in natural colors. Forces of the bridge maintenance department under the direction of Lloyd Cutting built the office.

The four-foot wide projecting eaves serve as awnings to keep out the sun's glare. The grounds were beautifully landscaped by the Landscape Department. The lawn has been seeded. Shrubs and trees have been planted.

-Garland Mitchell and *Paul Pearson* . . . *ernard Cannon* has been in the hospital or a check-up . . . Welcome to the new mployees—*Redford Hatfield* and *Orval iffe*—who are both in the drafting room.

FROM ACCOUNTING . . . *Joan Daniels* nd *Marie Narron* resigned recently . . . efore they left, the other girls in the ccounting office entertained them at uncheon at the Reinlyn House . . . *Joan* ill devote full-time to her home-making uties; *Marie* moved to Greenville where er minister-husband is in charge of a aptist Church . . . *Jean Hicks* was proioted to *Marie's* job . . . *Alderman Merritt* is back from a trip to New York here he took in several operas . . . *elle Brown* and *Mary Turner* have made arly trips to the beach; *Nelle* to Wrightsille, *Mary* to Myrtle. . . . A former Right f Way employee, *Peggy Taylor Poole*, ook Joan Daniels' job.

SYMPATHY to Chairman *Graham* and is wife in the death of her brother, Elmer Long of Durham.

DIVISION TWO

JASPER L. PHILLIPS
Division Correspondent

THE EQUIPMENT Department recently lost three men due to resignation: *. C. Bunch, Jr.*, Clerk I; *R. E. Smith*, Mechanic II; *R. M. Spear*, Mechanic II.

MR. AND MRS. *Preston L. Fields* observed their 22nd wedding anniversary March 11. . .Congratulations!

MRS. MILDRED DAIL has returned o work in the district office at Kinston . .She had been on maternity leave and ow has a baby girl.

THE C. L. HAISLIPS announce the birth of a daughter, Linda Faye, February 10.

GET WELL WISHES go to *Mrs. Eleanor Taylor*, secretary in Right of Way at Greenville who is convalescing from an eye operation.

BACK ON THE JOB. . .*T. L. Sutton* is now off the sick list. . .*W. E. Smith*, District Mechanic Foreman, is back after an extended illness.



The odds are in favor of three-year old James Barbee Alford, Jr., (son of the Supervisory Foreman in Franklin County) living a long time. His four great-grandmothers are all living. They are, and their ages: Mrs. Betty Alford, 79; Mrs. Geneva Pearce, 78; Mrs. Miley Bunn, 78; and Mrs. N. H. Batchelor, 76. Jim's only living great-grandfather, Miley Bunn, is 83.

His four great-grandmothers boast a record of their own. Together they have 34 children, 93 grandchildren, and 67 great-grandchildren, all of whom are living at the present time.

SYMPATHY goes to *Roy Franks*, Resident Engineer, in the recent death of his mother-in-law, Mrs. Smith, at Gatesville.

RECENT VACATIONISTS: *Mrs. E. M. Woolard* and son, Gene, visited her brother, Bruton Manning, and family in Jasper, Florida. . .The *S. V. Catletts* vacationed in Norfolk for a few days. . .The *E. M. Woolards* and son, Gene, vacationed in Baltimore; Kenneth Square, Pennsylvania; and Schenectady, New York.

THE PITT Chapter of the NCSHEA held its quarterly dinner meeting Friday, March 10, at the highway garage. . .A home-cooked barbecue dinner, prepared by *Jasper Boyd*, *Steve Johnston* and *Paul Crawford*, was served. . .Chairman *H. L. Vincent* turned the meeting over to *J. L. McDonald*, State President, who introduced the guests.

SHOWMAN Eli Bloom delighted the crowd with several jokes and rendered his famous "Levinsky at the Wedding." . . .State Representatives Sam Worthington and Walter Jones as well as State Senator Paul Jones were special guests . . .M. H. Barney of Rocky Mount, District Director of the Social Security Administration, explained the possible merger of the State Retirement System and Social Security. . .Personnel Director *Earl Crump* explained the status of employees under the Retirement System. . . Barney and *Crump* answered questions in an open discussion.

CHAIRMAN *Vincent* recognized *Otis Boyd*, *James Boyd*, *Johnnie Edwards*, *William Wilson*, *Willie Faulkner*, *Dallas Briley*, *Elbert Bullock*, *Paul Harris*, and

G. A. Taylor for their efficiency in serving the dinner.

THE DOOR PRIZE was won by *J. R. Martin*. . .Other guests included Mrs. M. H. Barney of Rocky Mount; *Mrs. Earl Crump, Ivan Hardesty*, and *E. T. Pearce* of Raleigh; *Henry Alford* of Durham; *Mr.* and *Mrs. Thomas Wilkins, Mrs. Vernice Benton* of Wilson; *Mr.* and *Mrs. Clyde Landing, Walter Bray*, Patrolman Delton Perry, and Misses Rosa and Novella and *Bruce Exum*. . .The Chapter will meet again June 10.

DIVISION THREE

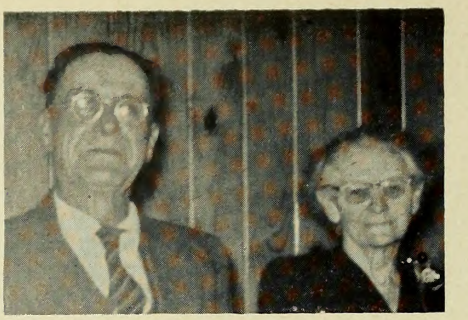
IRENE L. WORLEY
Division Correspondent

THE ROAD OIL Department has been busy as beavers resurfacing and helping repair roads damaged by storms at Long Beach, Holden's Beach, and Ocean Isle Beach in Brunswick . . . They also worked on Topsail Beach in Pender.

WELCOME to the new employees: In Construction, *Odus R. Smith* and *Johnny Meadows, Jr.*, both Engineering Aides 1; In Maintenance, *J. M. Williams*, Laborer, *C. W. Whaley*, truck driver and *W. N. Sparkman*, Road Oil Truck Driver . . . Two men were reinstated February 1 — *C. A. Sessoms* and *H. A. Jackson*, both truck drivers in District Two.

CONGRATULATIONS to *Mr. and Mrs. T. E. Clemmons* upon the birth of a son, February 10 . . . He was named for his dad who is an engineering aide I in Wilmington.

SOME of the Construction boys go all out for different hobbies or sidelines . . . *T. E. Clemmons*, Engineering Aide 1, just received his student pilot license, and spends his spare time in the "wild, blue yonder." . . . *G. C. Greer*, Engineering Aide I, spends his weekends on his boat, "Baby Doll" . . . Greer entered his first boat race in Hickory during April . . . While Chuck Meyer doesn't go out for racing, he does have a boat and fishes on weekends.



Mr. and Mrs. G. C. Phillips of Greenville will celebrate their golden wedding anniversary, July 26. Phillips, a mechanic at the Second Division shop, is proud of his 33 years of State service; two with the prison department and 31 with the Highway Commission. His wife is the former Katie Dennis of Wake County. They have five children and six grandchildren. Phillips has four brothers and a son with over 30 years State service to their credit.

O. R. PINER, Highway Inspector I, had a stroke and was hospitalized . . . We hope he's making a good recovery at home now.

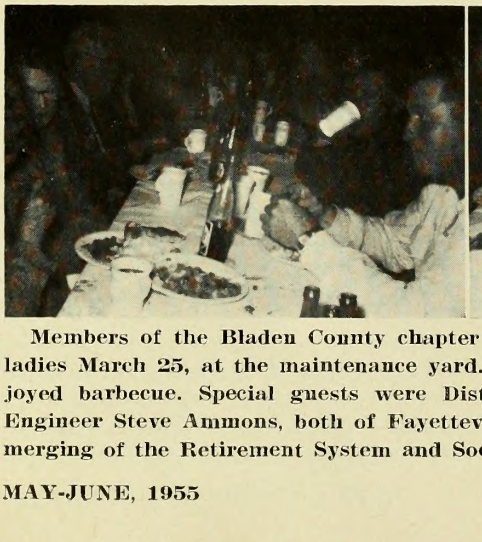
CLARA MORAN RHODES was recently married and moved into a pretty new house in Wilmington . . . She transferred from secretarial work in the Sixth Division Office at Fayetteville to Right of Way in Wilmington.

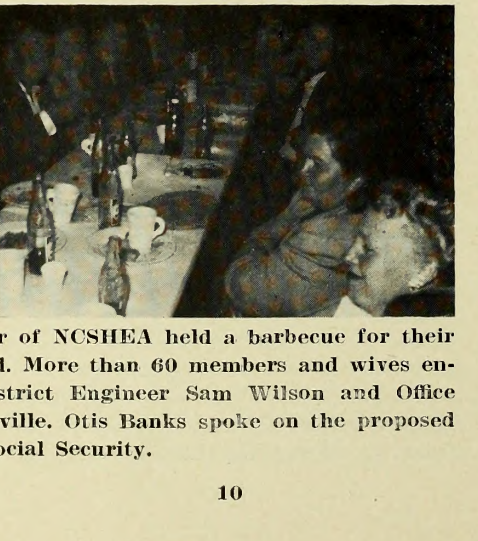
THE ROAD OIL Chapter of the NCSHEA of Unit Three held its regular quarterly meeting March 10, at Faircloths Oyster Roast, Wrightsville Sound . . . Everyone put away a delicious combination seafood platter . . . Vice Chairman *Grover Sellers* presided over the meeting . . . There were 26 of the Road Oil men . . . Special guests were *C. C. Parker*, Road Oil Supervisor; *J. O. Wenberg*, Office Engineer; *R. A. Ashworth*, District Engineer; *W. C. Cooper*, Resident Engineer; *A. B. Whitfield*, Prison Supervisor; *John Barber, Camp* Superintendent; *J. B. Bowden*, Equipment; and *Jack Applewhite*, former Ro Oil employee . . . *Otis Banks* lead a c cussion of the social security program.

SYMPATHY goes to the family a friends of *T. O. Simmons* who was ac dentally killed April 5 . . . He was machine operator in Road Oil.

ROAD OIL Supervisor *C. C. (Buc Parker's* son, Pfc. Charles C. Park Jr., attended the Azalea Festival and th returned to Fort Leslie McNair, Washi ton, D. C.

A QUICK recovery is wished *Alfor Butler* and *Mrs. Rhoda Gainey . . . Butl* Road Oil truck driver, was a patient the James Walker Memorial Hospital a week . . . Mrs. Gainey, wife of *J. Gainey* of Road Oil, is recuperating fr an operation in the Dosher Memorial H pital in Southport.





Members of the Bladen County chapter of NCSHEA held a barbecue for their ladies March 25, at the maintenance yard. More than 60 members and wives enjoyed barbecue. Special guests were District Engineer Sam Wilson and Office Engineer Steve Ammons, both of Fayetteville. Otis Banks spoke on the proposed merging of the Retirement System and Social Security.

DIVISION FOUR

WADE H. PRIDGEN
Division Correspondent

THE DIVISION SHOP at Wilson w broken into recently but the intruder w quickly apprehended . . . The ex-prison left with a brand new 1955 Ford, son tools and merchandise from the Store . He didn't get very far though as the W son Police picked him up that same nig . . . The car was not damaged.

BIG NEWS in District One is the pla for an office building . . . The buildi site is on the lot adjacent to the Sta highway shop and maintenance yar South Weldon, just off US 301-A . . . Wh complete, the building will provide offic for the District Engineer, Maintenan Supervisors, and the Resident Engine . . . There will be a central lobby, a roo for Construction party personnel, a ample storage space.

IN TARBORO, work is beginning on a office building for the Maintenance Supe visor for Edgecombe County and t Resident Engineer . . . Site of constru tion is the maintenance yard near t prison camp.

TWO NASH County Maintenance em ployees, *R. C. Taylor* (Section Forema Helper) and *Z. H. Williams* (Gang For man), are back on the job after recen injuries . . . *Taylor* hurt his foot whil *Williams* fractured his ankle when h by a road machine.

PROUD PARENTS . . . Congratulation to *Mr. and Mrs. B. L. Issette* upon th birth of a daughter, Angela Lee, Marc 5; the father is a section foreman i Nash County . . . to *Mr. and Mrs. G. L Creech* upon the recent birth of a son the father is a Road Oil employee.

DAVE HANCOCK, former Locatio man, makes frequent visits to the Divi sion Office as an Armco representative

MARCH 7, highway inspectors in the rth met at the Division Office to dis- s their work.

IRS. VERNICE BENTON was out sev- l days due to the illness of her ther . . . We hope her mother is much proved.

BELIEVE it or not, *S. O. Southall, Jr.*, finally gotten that new Ford that talked about for so long.

CONGRATULATIONS to *Clarence ore* upon his recent promotion from . Technician III to Materials Inspector

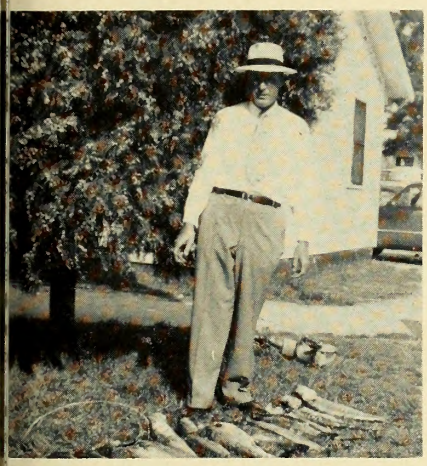
WELCOME back to *Preston Lane* . . . s was formerly in Location but re- ns to highway work on Construction . He's working under Resident Engi- r *J. Cole.*

CONSTRUCTION Engineer *T. J. McKim* rneyed to Wilmington for the Azalea stival.

AFTER a brief Army career, *Monk ore* is back on Construction.

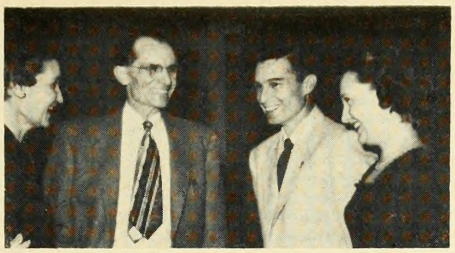
SPRING brought illness to several Dis- ct One employees . . . Get Well Wishes to *B. F. "Buddy" Adams, R. E. Freuler,* l *Paul G. Cale* . . . Sick, but now back the job are *J. L. Henderson, Wilbur ysworth, L. V. Hart, Wade C. Mosley, in P. Upton, Josh Webb,* and *James Williams.*

A SPEEDY recovery is wished *Ann nes, Jerry Mack* and *Willie Ray Wors-* . . . All three had tonsillectomies . . . n is the daughter of *Johnnie E. James*



Mutt Bordeaux shows off one day's ch of shad. Mutt, Supervisor in aden County, recently had a shad pper for employees in that county. ch year he also serves the Cape Fear gineers' Club.

The shad are placed on an oak plank d cooked slowly before an open fire about an hour and a half. The sauce a secret but the only known ingredient "cypress-knee-juice." If you've never d any "plank shad", you've missed a eat as the folks in Division Six will l you.



The Fourth Division is proud of its father-son team. W. J. Ezzell on the left is shop foreman at the division shop in Wilson; he has over 30 years of highway service. His son, W. J. Ezzell, Jr., on the right, is an inspector on construction; he has been with the Commission for nine years. They are pictured with their better halves.

. . . *Jerry Mack* and *Willie Ray* are the sons of *W. A. Worsley* of Tarboro.

TWO MEN are back at work after recent illnesses . . . *E. R. Hill*, Wilson County gang foreman, was in the Carolina General Hospital at Wilson . . . *P. D. Medlin*, foreman with the Nash County maintenance, received treatment at the Rocky Mounty Sanitarium.

THE CHARLIE WHEELERS have recently moved into their new home . . . you'll also see a shiny new '55 Pontiac parked under the portechere . . . *Wheeler* is a highway inspector under *S. O. Southall.*

DISTRICT Engineer and *Mrs. C. F. Gore* recently visited their son, Fred, and his wife and children in Wilmington, Delaware . . . *The Gores* took in several points of interest in the surrounding states.

FOUR truck drivers who have previously worked temporarily during the spring and summer are back on the job . . . They are *Charlie Branch, Billy T. Bridges, Rossie Hancock,* and *Harwood Medlin.*

ROAD OIL Foreman *W. O. Puckett* and Mechanic *Woodrow Williams* of the Division Shop were on the sick list . . . We hope they're much better.

DIVISION FIVE

J. W. JENKINS
Division Correspondent

DURHAM County maintenance employees gave a barbecue, March 25 . . . Special guests were State Senator Claude Currie and State Representative E. K. Powe who spoke on better working conditions for highway employees . . . *W. L. Mangum* and *Wilson Tilly* were members of a party that recently motored to the James River near Richmond for shad fishing; they made a good catch . . . The following employees are back on the job after brief illness: *E. K. Brinkley, A. B. Wheeler, C. J. King, M. W. Chappell, A. W. Carden, J. L. Davis, Eulis Weaver,* and *V. C. Forbush.*

GRANVILLE County reports that the maintenance employees had a chicken stew supper, March 11, at the maintenance quarters; about 40 persons were present . . . Sympathy goes to *Giles E. Crutcher* in the recent loss of his mother . . . *Herbert L. Henley* is the proud father of a son, Danny Lee, who was born January 31 . . . The following men are back on the job after brief illness: *Giles C. Crutcher, J. J. Roberson, Sam H. Averette,* and *William L. Reames.*

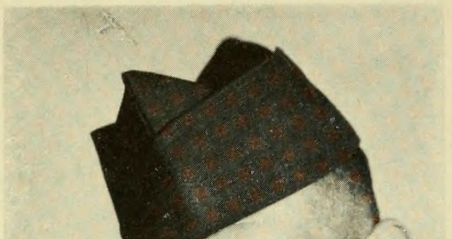
FROM Franklin County comes word that some of the boys set fish nets the other night and caught about 150 pounds of fish! . . . The location of the pond is a secret but you might ask *H. L. Alford,* mechanic; *D. A. Flood,* mechanic; *C. D. Tant,* shovel operator; or *Moody Strickland,* truck driver as they were in the fishing party . . . *J. M. Sykes,* section foreman helper, has been out sick with flu . . . *S. T. Holmes,* payloader operator, was also out with flu . . . *R. H. Johnson,* section foreman, has returned to work after a short stay in Duke Hospital . . . *C. W. Catlett,* section foreman helper, and his mother were both sick in the hospital at the same time.

PERSON County says *P. B. Carroll* took a recent vacation to do some fishing . . . *H. E. Stephens* also took a week's vacation in April . . . *T. I. Dean's* wife is out of the hospital and getting along fine . . . The wife of *M. R. Chambers* spent some time in the hospital but is home recuperating . . . Supervisory foreman *B. F. Vaughan* is back on the job after being out sick a week . . . *C. F. Dunkley, E. L. Humphries, H. T. Porterfield,* and *L. H. Winstead* were out recently from sickness, but they are all back now.

THE WORD from Vance is that Section Foreman *W. B. Pearce* is home recuperating from a recent operation at Mary Elizabeth Hospital in Raleigh . . . Gang Foreman *J. B. Harris* is in Maria Parham Hospital in Henderson but hopes to be



Bill Jones and L. Roy Cain were standing on the deck of the little two-car ferry at Tar Heel. Jones is the ferry operator. Cain is an inspector on the big bridge being built at Tar Heel over the Cape Fear River.



Pvt. William Catlett is assigned to the 101st Division Artillery of the famous 101st Airbore Division at Fort Jackson, S. C. He is the son of Mr. and Mrs. S. V. Catlett. His father is a mechanic at the Second Division shop.

home soon . . . Truck Driver *T. A. Matthews* is at home and doing fine after undergoing an operation on his nose . . . Payloader operator *C. A. Stokes* went fishing recently and didn't catch a thing . . . *Stokes* says he had one bite and knows it was a large 'Jack" because he saw the print of his teeth on his minnow . . . Truck Driver C. D. Wrenn recently purchased a lot on NC 59 near Ingleside and plans to build a home soon . . . Trailer driver *G. I. Hunt* says the cold weather didn't hurt his garden because he hadn t planted it . . . *E. E. Twisdale* and *L. B. Hale*, sign erectors of Vance and Warren Counties, were heroes when they recently put out a fire in the house and woodshed of Mr. and Mrs. T. M. Aycock of Warrenton . . . *Twisdale* and *Hale* were passing the house and noticed it was on fire so they rushed over and put it out . . . At the time, there was no one at the Aycock home . . . Later the Aycock family wrote them a nice thank you note.

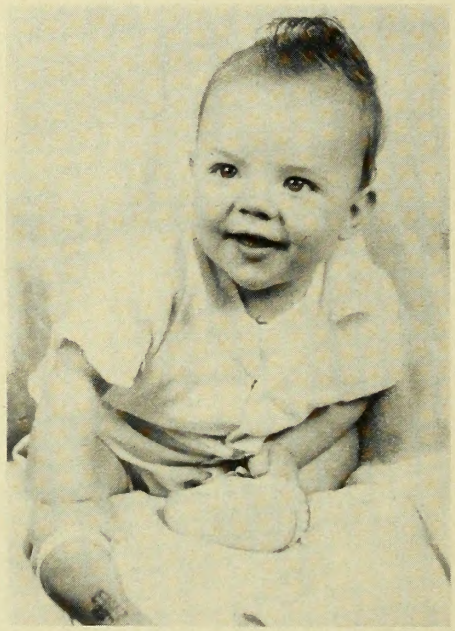
NEWS from Warren County is that *Mr. and Mrs. E. B. Moseley* are delighted with their first child, a daughter, who was born April 3; Moseley is a section foreman helper . . . A quick recovery is wished Supervisory Foreman *H. M. Tharrington* who was in Warren General Hospital for treatment of an ulcerated stomach . . . The maintenance personnel in Warren County is delighted that work has started on building a new office and truck shed . . . Foreman *D. A. Grissom* and family have moved to an apartment in Macon while work is underway to repair damage of Hazel . . . They plan to replace the old building with a modern home . . . Sympathy goes to *M. H. Loyd* in the recent death of his grandmother; after his mother died, his grandmother raised him; *Loyd* is a section foreman helper.

GET HUNTER IRVING, Division Engineer, to take you on a tour of his brand new home at 410 Forsyth Street in Raleigh Country Club Hills . . . Assistant Division Engineer *J. W. Jenkins* took in the Azalea Festival at Wilmington . . . *Ruth Mangum* is back at work after a ten-day illness . . . Office Engineer *Monk Webb* was married May 14, to Mrs. Lelly Sparrow in the Braggtown Baptist Church in Durham . . . They are wished much happiness.

DIVISION SIX

STEVE AMMONS
Division Correspondent

CUMBERLAND County Chapter of the NCSHEA had a Ladies Night, April 1, at the Bel Aire Restaurant at Fayetteville . . . The group put away a turkey dinner . . . Special guests were Otis Banks, *J. L. McDonald* and *L. E. Whitfield* . . . Banks spoke on the proposed merge of Social Security and the State Retirement System.



Max Dale Raxter, six-month old son of Mr. and Mrs. Dennis Raxter of Andrews, is the grandson of Dillie Gordon Raxter, a gang foreman in the 14th.

EARLIER the Road Oil Chapter of the NCSHEA held their regular quarterly meeting at the Bel Aire, March 11 . . . Several members from Division Five v on hand to learn about organizing a R Oil chapter in Division Five . . . A seaf dinner was served.

GET WELL wishes go to *W. S. liams* of Construction, *Albert Horne A. H. Beard* of Maintenance, Fayettevi *Williams* has been sick since Christn *Horne* was injured in an accident will be out four or five months; *Be* has been out sick several weeks . . . *J. C. McCaskill*, mechanic at Whitev who is back on the job after a month-l illness . . . To *Mrs. M. L. Thaggard*, v of the camp superintendent at Faye ville, who is recuperating from an op tion at Highsmith Hospital . . . To *E Elizabeth Tate* of the Division Of who is back after a month-long illness To *F. W. Hammond*, Maintenance Columbus County, who was sick March.

C. F. BOWEN of Elizabethtown C struction has resigned to accept a posit with the Corps of Engineers . . . G luck, *Red.*

J. M. ARTHUR of Equipment is v ing his daughter, Betty, in Florida . *Betty* formerly worked with the Purc ing Department in Raleigh.

EDITH VAN LANDINGHAM be work with the Commission in the Dist Two office in February.

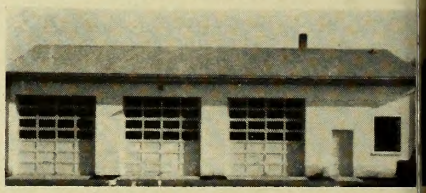
SADIE DOBY of the Division Of is all smiles since the return of husband from service . . . He's a civil employee now at Ft. Bragg.

GORDON CREECH has been tra ferred from the Construction party Lumberton to the construction party Whiteville.

THURMAN BOWEN of Construction Lumberton and his wife have moved fr Lumberton to a newly-built home n Clarkton.

DONALD McRAINEY and *Azier S mons* of construction at Lumberton t vacations at Easter.

CLARA MORAN was married Feb ary 15, to Bill Rhodes . . . They live Wilmington and she is working in Right of Day Department in the Wilmi ton Division Office . . . She forme worked in the Division Office at Faye ville and was the correspondent ROADWAYS.



All the boys are mighty proud of new maintenance sub-shop which w recently completed at Maury in Distr Three of Division Two.



Commissioner Forrest Lockey lined up with the bridge maintenance men who are straightening up the new yard in Wagram. From left, Lockey, Graham Gaster, Eddy Knight, Shelton Wood, Felton Baker, H. B. Thomas and W. G. Cox, Jr. Foreman C. B. Patton was not present for picture.

KENNETH PORTER of Equipment was married to Evelyn Fell, Wednesday, April 7 at Hope Mills Presbyterian Church . . . They honeymooned in Florida.

C. A. ROZIER of Construction at Fayetteville was married in April.

J. R. SHIPMAN and *Elise Lennon* from Clarkton were married April 8, at the Mt. Zion Baptist Church near Clarkton . . . The bride is a teacher in the Bladenboro schools . . . The groom is on Construction in Lumberton.

BEST WISHES to *Robert H. Singletary* and Maybelle Byrd of Four Oaks who were married in December but just announced it to their friends . . . The groom is on Construction in Lumberton.

DIVISION SEVEN

P. L. WELCH
Division Correspondent

DIVISION Engineer and *Mrs. Tom Burton's* oldest daughter, Ruth Ragsdale, was married April 30, to William Enoch Collins in the Madison Methodist Church.

DISTRICT ENGINEER *W. W. White*, Maintenance Supervisors *R. S. Thomas* and *J. I. Lynch, Jr.*, Landscape Superior *A. L. Coltrane*, and Assistant Division Engineer *Paul Welch* attended the N.C. Basketball Tournament in Raleigh in March.

CONGRATULATIONS to the proud parents . . . *Mr. and Mrs. Arnold W. Jones* of Jamestown announce the birth of a son, Harold Douglas, March 13; the father is a Gang Foreman in Guilford County . . . *Mr. and Mrs. J. D. Cranfill* of McLeansville are charmed with their son, Joseph David, Jr., who was born February 22; the father is a Section Foreman helper working out of Camp Burton in Guilford.

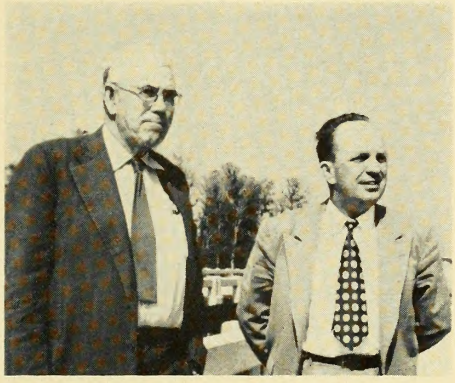
BACK on job are *J. W. Nelson* and *O. Kirkman* . . . They were hospitalized in the Piedmont for several weeks after an accident on NC 68 in Guilford in February.

CELI WELCH, Gang Foreman, at Sandy Ridge Camp, is back after a stay in Cone Hospital for several days.

RESIDENT Engineer *M. A. Luther* in Greensboro is back at work after a recent illness.

DIVISION Sign Supervisor *L. H. Wilson* has recovered from his recent illness and is on the job.

SECTION Foreman *George C. Baker* at Camp Burton was out sick for several days.



Resident Engineer J. C. Parkin and Jimmy Easom, Junior Right of Way, were standing on one of the new bridges over the Lumber River on the Lumberton bypass work.

WELCOME to *R. L. Cox*, who transferred from Division Equipment Superintendent for Division 13 at Biltmore to same position with Division Seven at Greensboro . . . He fills the job left vacant by the untimely death of *D. B. Thomas*.

DIVISION Prison Supervisor *J. M. Barnes* took his wife to Wilmington for the Azalea Festival.

MRS. ELIZABETH K. WYATT, secretary in the Right of Way office, has returned from a week's vacation in Petersburg, Va. . . . She visited her family . . . Then two of her sisters accompanied her to Washington, D. C., Arlington and Alexandria, Va., to see friends.

WELCOME to *Mrs. Ruth C. Montgomery* who is a new employee in the First District office.

SYMPATHY goes to *Marshall C. Dailey* in the recent death of his father-in-law . . . To *Marvin Markham* in the death of his father, *Earl Markham*, who was a truck driver in Caswell . . . *Dailey* and *Marvin Markham* are Caswell County employees . . . And to *Robert G. Graves* and *George G. Henderson* in the death of their mother-in-law.

R. P. COLE of Construction has moved his family into their new home on East Pine Street, Graham.

A QUICK recovery is wished *Mrs. J. B. Clifton* who was a patient at the Alamance County Hospital . . . Her husband is a Resident Engineer.

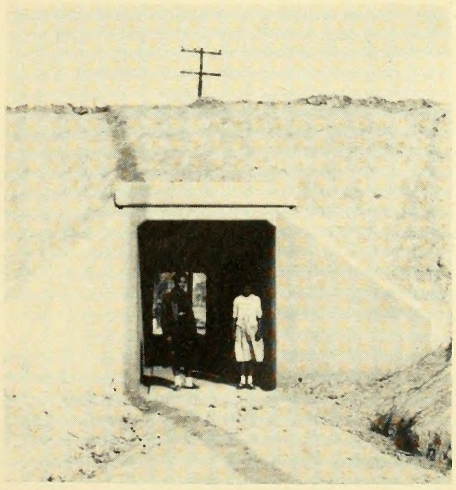
OTHER FOLKS who have been on the sick list but are now on the job are *Scott Campbell*, Section Foreman in Alamance; the following men from Caswell: Supervisory Foreman *Charles E. Murphy*, Gang Foreman *Robert G. Graves*, and Section Foreman *James H. Lunsford*.

MR. AND MRS. *James A. Riley* are mighty pleased with the latest addition to their family who arrived February 17 . . . *Riley* is an employee in Orange.

CLIFTON C. HAMLETT, temporary truck driver (Skip) in Caswell County, has recently been a patient at the Memorial Hospital in Danville, Va. . . . *Hamlett* was injured when a fuse blasting cap exploded in his shirt pocket . . . A speedy recovery is wished his wife who has also been a patient at the Memorial Hospital.

MRS. J. B. AUSTIN and Mrs. Robert V. Graham have recently been hospitalized . . . Mrs. Austin at Watts in Durham; Mrs. Graham at Alamance General in Burlington . . . *Austin* is employed in Orange; *Graham* is a Gang Foreman in Alamance.

THE WALTER WILSONS announce the arrival of a new addition to their family . . . *Wilson* is a temporary tractor-trailer operator in Caswell.



Two young Whiteville residents pause in the new pedestrian underpass which is a part of the Whiteville bypass.



Section foreman and Mrs. W. E. Spencer of Randolph County are mighty proud of their 18-year old daughter, Nancy Jane. After she graduates in May from Seagrove High School, she plans to attend business school. She has a perfect attendance record at school as well as a five-year perfect attendance record at the Seagrove Christian Church. She was president of the Youth Fellowship.

DIVISION EIGHT

EDWARD C. DARDEN
Division Correspondent

DISTRICT ENGINEER *John G. Hall* is a grandfather for the second time . . . His son, Wayne T. Hall, and wife, the former Jimmy Weathers, are parents of a daughter, Priscilla, who was born March 21, at Memorial Hospital in Charlotte . . . Wayne is connected with Duke Power.

MRS. FLOY BURKHEAD, secretary in the Asheboro district office, is also a grandmother . . . Her son, Frank R. Lennon, and wife, the former Betty Sue Brown, are parents of a daughter, Debra Ann, who was born February 13, at the Randolph Hospital in Asheboro . . . Frank was recently discharged from the U. S. Air Force after four years of service . . . He and his wife are making their home in Asheboro.

WILEY PURVIS, gang foreman in Wayne County for the past 30 years, retired March 25 . . . His work and presence will certainly be missed . . . *Purvis* plans to go into the chicken and egg business around Robbins, his home.

SYMPATHY goes to the widow and two children of *Make C. Starling* who died in March . . . He was only 59 and had been a guard at the Scotland County Prison Camp since 1945.

WELCOME to *Mrs. Mary C. Butler* of Rockingham who is a new stenographer-clerk in District Three office . . . She is married and has one small child.

HAROLD H. WESLEY, JR., has been employed as a Highway Engineer II at Sanford . . . His father is the late District Engineer at Washington.

DIVISION Prison Supervisor *C. B. Wicker* is improving the looks and also the profits of the Richmond County Camp by planting over 200 peach trees around the camp . . . *Wicker* estimates it will be at least three or four years before the trees bear any peaches.

THIS YEAR the Sixth Division has two 25-year men, six 30-year men, and one 35-year man eligible to receive service emblems . . . Congratulations to the 30-year men: *George H. Yow* of Randolph County; *Carmie L. Alexander* of Moore County; *John E. J. McNeill* of Hoke County; *Todd R. Scarborough* of Richmond County; *Lee Wicker* of Lee County; and *Thomas C. Johnston*, Assistant Division Engineer . . . The lone 35-year man is *Eddie Martin Taylor*, a section foreman helper in Scotland County.



The center of attention in the R. E. Hudson household is their young son, three and one half month old David Gerald. Mr. Hudson is a machine operator in Lincoln County.

APRIL 8, the Montgomery County employees put on one of the best suppers ever held in the Division . . . It was Ladies Night and more than 130 folks turned out for the occasion . . . Turkey and all the trimmings were served . . . District Engineer *John G. Hall* and Gang Foreman *John Cole* did a fine job of m.c.'ing . . . Special guests were the *Tom Royalls* of Wadesboro, the *K. R. Scotts* of Greensboro, the J. C. Wallaces of Troy, and the Otis Banks' of Cary . . . Wallace is State Representative from Montgomery . . . After the meal, Abner Harrington, magician of Sanford, did some of his sleight of hand tricks; small dog put on a few acts too.

WELCOME to *Mrs. Elizabeth Pleasa* of Aberdeen who replaces *Mrs. W. Wooten* in the Division Office as a stenographer-clerk . . . *Mrs. Wooten* has mo to Georgia with her husband.

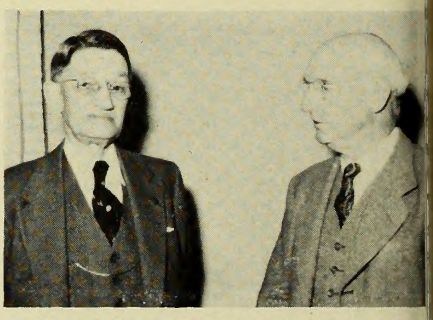
DIVISION NINE

R. B. FITZGERALD
Division Correspondent

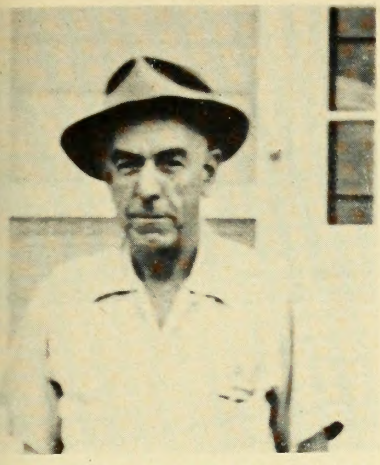
BIDS WERE received at the Ma letting for construction of the first li in the relocation of US 29 to byp Salisbury . . . The project extends fr US 52, near the south city limits of Sa bury, in an easterly direction to a ju tion with the present highway in Dav son County just east of the Davids Rowan County line . . . The work involv ten major structures (four will be du laned), each at a separate location . A big 883.3-foot long bridge will be bu to carry the highway across the Yadk River from Rowan to Davidson . . . T new Yadkin River bridge will have special roadway width of 56 feet with four-foot median strip to divide the opp ing traffic lanes . . . An extension of th project to connect with US 29 near Chi Grove is to be let at an early date . When these jobs are completed, the ci zens of Salisbury can bid farewell to t incessant rumble of the trucking f ternity along the "Main Stem" of t Piedmont section of the State.

LOUIE SLATER, truck driver in D trict Two at Winston-Salem, has return to work after a two-year absence in t Army.

J. H. GRAHAM is back on the job aft being out a year with a broken leg . His leg was crushed by a tractor wh at work.



Just before he retired in Februar Robert Boyd, Division Design Engine of the Bureau of Public Roads, can from Atlanta to Raleigh for a one-d meeting with the Bureau's North Car lina engineers. Boyd retired from go ernment service after more than years. A. L. Hooper, on the right, the Bureau's District Engineer has be stationed in Raleigh since 1945.



C. W. Rink, Senior Bridge Foreman i Macon County, was superintendent in t construction of the new Fourteenth ivision Equipment Shop and Division ice, both at Sylva. Right now he's ilding the new divison sign shop. One these days he hopes to get back to ilding bridges.

SYMPATHY goes to the family of *orge C. Castor* who died suddenly of a art attack April 1 . . . He was a Sec- n Foreman in Rowan and had been h the State since 1931 when the county ds were taken over by the State . . . ior to that, he had worked for the unty Highway System for about four rs.

R. B. SMITH, Gang Foreman, suffered heart attack February 26, but is much proved now . . . He returned to work ril 1.

DIVISION TEN

CHARLES R. SMITH
Division Correspondent

CONGRATULATIONS to those employ- s who have passed service anniversaries th the Commission . . *Harry L. Link* s passed his 30-year work anniversary. . *Ellwyn G. Glenn* and *D. Kron Lowder* ve completed 25 years. . . . *J. Paul omas, Roy E. Garrison* and *Ira Lee ddy* have 20 years to their credit. . . . *mes P. White, J. Dave Redfearn, John Morton, William B. Crump, Jr., Philas Austin* and *John W. Bost* have finished years. . . . Five men have completed n years: *Homer W. Tarlton, George L. mpson, Dennis D. Parker, J. E. Mc- horter,* and *Beemer L. Helms.* . . . The llowing men have finished five years: *llard J. Baucom, Colen L. Furr, James Hannah, Charlie G. Priles,* and *George Tysinger.*

THE RESIDENT Engineer's office of *A. Brown, Jr.,* has been moved from adesboro to Huntersville in Mecklen- rg. . . . The Resident Engineer's office of *G. B. Strickland* has been moved from Albemarle to Wadesboro in Anson.

THE TENTH was saddened by the untimely death of *Gordon Murray* who lost his life in a plane crash near Honolulu . . . His brother is *W. J. Murray,* Right of Way Engineer in the Tenth.

JOE C. SPRINGS, Engineering Aide I, resigned April 7, to accept other employment.

BEST WISHES go to *William C. Tucker* in his well-earned promotion from Highway Inspector I to Highway Inspector II.

SYMPATHY goes to the family of *Grady Holt,* Field Mechanic at Albemarle, who died recently. . . . He was one of the most popular employees in the division and had been with the Comission over 30 years.

GEDDIE B. STRICKLAND, JR., son of Resident Engineer *G. B. Strickland,* who recently went to Brazil to do missionary work has been stricken with polio. . . . All employees wish the junior Strickland a complete and speedy recovery.

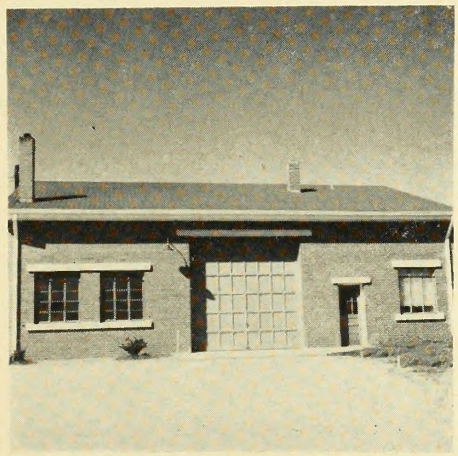
MR. AND MRS. *W. E. Woodruff* are the proud parents of their first child, a daughter, Teresa Kim, who was born March 26. . . . The faher is an Engineering Aide II.

MR. AND MRS. *Ballard W. Knotts* are delighted with their new son, Michael Wellington Knotts, who was born March 10.

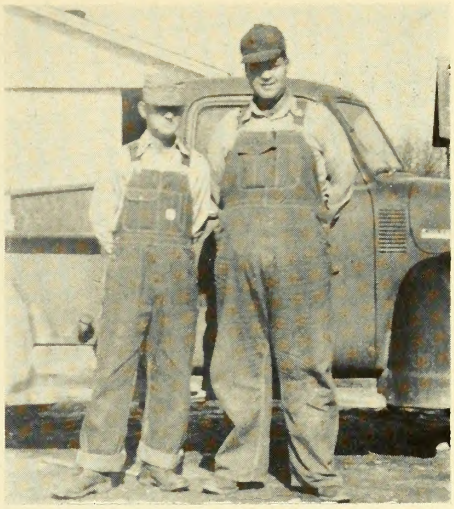
B. J. WILLIAMS and *James P. Hill* recently had major operations but both have since recovered.

IT'S GOOD to have *W. M. Plyler* back on the job after an extended illness of several months.

MARCH 12, the Maintenance boys of Union County gave a barbecue chicken and pork dinner. . . . Members brought their wives. . . . After dinner, everyone square danced. . . . Wesley Chapel String Band rendered the music. . . . Special guests were State Highway Patrolmen A. C. Bovender and wife, and R. E. Wooten and wife. . . . Other guests were *Mr. and Mrs. H. N. McWhirter,* District Engineer and Mrs. *Tom Royall,* Division Engineer and Mrs. *M. E. Beatty.* . . . *Royall and Beatty* made fine congratulatory talks. . . . A big time was had by all.



A small maintenance shop was built this winter by bridge maintenance forces of E. B. Tomlinson at Raeford. Hoke County Maintenance Supervisor Luke Powell has his office here.

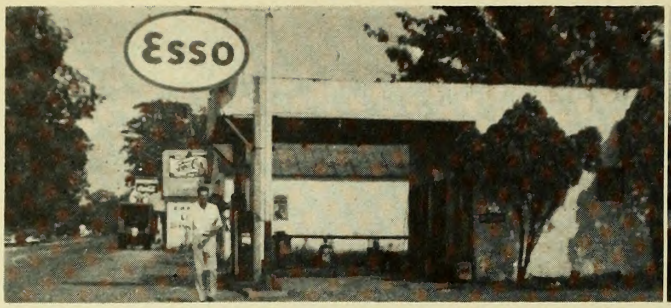


The long and short of it all in Caldwell County Maintenance are truck driver William Kincaid who's five foot five and bulldozer operator Sidney Swanson who's six foot three. Kincaid weighs 130; Swanson tips the scales at 262. Both work under Road Maintenance Supervisor Pete Justus.

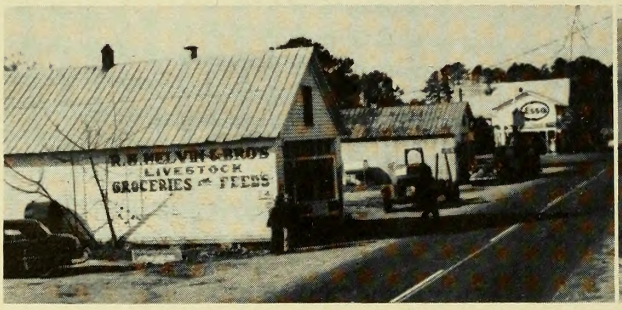
DIVISION ELEVEN

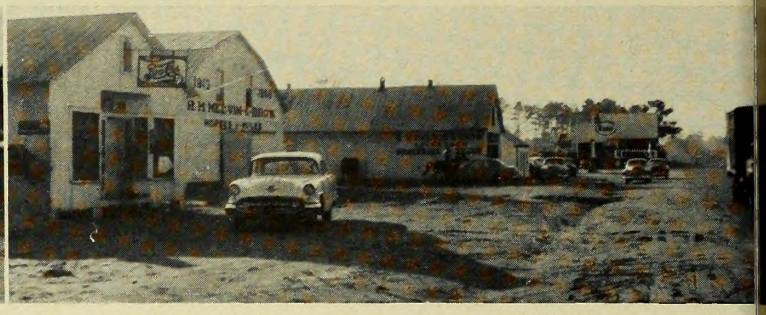
CORA LEE McLEAN
Division Correspondent

CONGRATULATIONS to those employees passing work anniversaries with the Commission. . . . The following men have recently completed 30 years of service: *C. G. Ashby, W. P. Bolick, J. H. Councill, O. L. Eller, D. S. Faw, G. W. Hoppers, F. W. McCracken, R. A. Moser,* and *M. J. Shore.* . . . *K. E. Edwards* has finished 25 years. . . . Three men have 20 years to their credit; *M. B. Clark, H. E. Koontz,* and *F. A. Miller.* . . . Completing 15 years of highway work are *J. E. Doughton, C. A. Jones, C. V. Jones, and A. T. Reeves.* . . . These men have rounded out ten years: *A. M. Porter, J. P. Bray, J. C. Bray, W. T. Duffey, T. C. Hamm, R. F. Isaacs, C. H. Kemp, C. J. Laws, G. W. Pritchard, B. M. Phillips, G. W. Reece,* and *Glenn Woodring.* . . . The following folks have five years to their credit: *A. M. Birkner, J. L. Blackburn, W. R. Branch, G. D. Casstevens, C. S. Childress, M. T. Cuthbertson, C. S. Ferguson, V. R. Handy, T. A. Harless, Keith Hart, R. E. Jennings, Jack Johnson, Claude Mathis, Jr., J. D. Reavis, J. S. Snow, H. T. Staley,* and *P. S. Wooten.*









Above pictures shows graphically the "before" and "after" of a clean-up project at Harrells in Sampson County. The work started as a community project with the Commission hoping to improve the hazardous traffic condition then existing on both NC 41 and US 421. The project could not have been successful were it not for the unusually coopc- tive spirit of the citizens in the community. The "befo" pictures, on left, show how close the building were to main highway. The "after", on right, pictures show buildings moved safely back from the busy thoroughfar

BUSIEST man here is Road Oiling *Koontz*. . . . He's ready to 'pour it on." . . . And he checks stockpiles every day! . . . If your well goes dry, Peanut has a newly-drilled one—100 feet of water!

THE NEXT businest man is *Clyde Orr*. . . . He's checking on crew and working on books and reports at Division office.

COMMISSIONER *Winkler* always has a cheery note for everyone and the secretaries always appreciate it. . . . He says, "You're getting younger every day."

FLASH from the Bridge . . . *Hap Bivens*' "Blackie" (a cocker spaniel) was confined for two days in the hospital but has since recuperated. . . . "Blackie" goes where *Hap* goes, does what *Hap* does, but is not allowed to talk. . . . *Hap* says, " 'Blackie,' when you start talking, that's the day you stay home."

HEARD from Construction—'I'm just glad it's all over." . . . *Carl* is papa to a nine-pound son.

Peanut received a new Ford with seal affixed and *Jay* commented, "There goes my increment." . . . How did he get the select color scheme? . . . *Peanut* says it was the only one ready. . . . Councill says he was just standing in line.

SOFT strains of a very popular tune peal from back in the inner sanctum as Division Engineer Councill peruses his mail. . . . He replies, "Well, don't think I'm not trying to learn."

A FINAL word from our safety sponsor . . . *Jimmy* says, "You all please be careful."

GET WELL wishes go to *C. R. Spears* who was hospitalized briefly but is now back . . . To *T. C. Hauser and G. W. Reece* who were out with mumps . . . To *L. T. Smithey* who was out with flu but is now back . . . To *J. J. Miller* who had an operation . . . And to *C. M. Dancy* who was out several weeks.

SYMPATHY goes to the family of *William Thomas Duffy*, 58, of Granite Falls, who died April 13. . . . He had been a highway foreman.

GANG FOREMAN and Mrs. *Clark Ellis* announce the birth of a son, John Wesley, March 16.

AFTER a two-month long illness, Gang Foreman *Therm C. Wise* is back on the job.

SUPERVISORY Foreman *Don Wiseman* is back on the job after being sick a month.

FRANK McCRACKEN, Maintenance Supervisor of Watauga, celebrated his birthday on April 1.

SECTION Foreman *F. E. Edminsten* is back at work. . . . He had been ill since last July.

DIVISION TWELVE

JEAN CLINE

Division Correspondent

SERVICE emblems will go to the following men in the Road Oil and Sign Departments: *F. D. Summers*, 25 years; *L. J. Adams, B. W. Bradshaw, C. A. Goforth, E. G. King*, and *C. J. York*, for five years.

CONSTRUCTION employees who e eligible for service awards this year e *Erwin Wilson Champion*, ten yea *Ralph Augustus Boyles, Ashley Coc Huffstetler*, and *Ralph Conrad McCar* five years.

WELCOME to the new Construct n employees: *Albert Pinkney Dedmon* d *Glenn R. Bailey*. . . . *Dedmon* is assig d to Construction at Shelby; *Bailey* t Statesville.

JOHN FALLS of Construction retu n ed to work in March after being on s k leave with a back injury.

GET H. F. ARLEDGE, Right of V y Engineer, to take you for a ride in s new Ford.

BRIDGE Construction Engineer *J. Powell* has moved to Statesville w h headquarters in the District Office.

THE BLOODMOBILE visited the e dell Prison Camp recently and collec d 56 pints of blood from prisoner-vol n teers.

P. D. MILLER, *P. J. Corpening, L. Gaither, J. B. Murdock, I. B. Curlee,* a d *J. D. Bebber* went to Charlotte in Ma h to attend a calcium chloride school n dust control.

BOB ANDREW HUNT of Landscape e signed in March. . . . He had been w h the Commission over three years.

J. F. ABERNATHY has a new gra son who was born April 5, to *Mr.* (*Mrs. Frank Putnam.*

F. E. GRAY of Equipment was in e Gastonia Hospital following an auto bile accident. . . . He's recuperating t home.

THE R. E. LAIDLAWS and son, Bobby, ent Easter in Florence and Myrtle ach, S. C.

THE C. E. LAIDLAWS spent Easter in rtle Beach.

IN APRIL, Road Oil Supervisor *S. B. inkley's* outfit started bituminous treatnt on widening Route 18 from Shelby the South Carolina line. . . . New nporary employees were employed for e season's work.

SYMPATHY goes to the family of *E. L. hitworth*, a retired employee of District e, who died April 7 . . . To *Roy Lee rris* whose wife died February 7 . . . *R. L. Guy* who recently lost his ther . . . To *P. J. Corpening* in the th of his brother, H. W. "Bill" Corpen-, March 25; Bill had many friends ong highway folks in both Carolinas. d to *Gene Brooks* of the Division Of-e in the death of his father, T. K. ooks.

COMMISSIONER and Mrs. *June Scarough* vacationed in Florida during rch.

CONGRATULATIONS to *W. E. Holnb*, shovel operator in Iredell, who reitly claimed his bride, Gladys Troutn of Troutman.

T. C. HURLEY of Newton was seen ssing out cigars on a recent date, with big grin thrown in. . . . Other proud rents in District Two are *Mr. and Mrs. bert Blankenship* and *Mr. and Mrs. H. Tomlin* of Statesville.

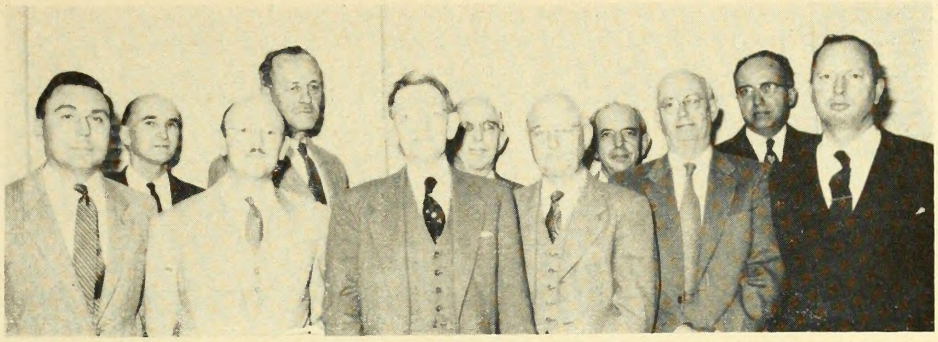
P. W. STREET has just purchased a w garden tractor. . . . All the Equipnt boys are looking forward to *Street* ving a good garden.

GET WELL WISHES go to *Mrs. A. L. rdin* who was in the Shelby Hospital t is now recupatring at home . . . To *rman Edwards* of Construction who s on sick leave during April . . . To *s. Ralph Harrill* and *Mrs. Ralph Queen* o are convalescing at home after reit hospitalizations . . . To *A. L. Eagle* the Sign Department who was on sick ve . . . To *B. L. Reep*, road oil machine erator, who entered the Veterans Hosal in Durham, March 29, for treatment.

BACK ON THE JOB . . . Resident Engier *P. L. Cantrell* and Construction gineer *R. J. Albert* were hospitalized iefly during March but are back now. . Also back following extended periods disability are *N. A. Kerley* and *H. W. rrison*, foremen in Alexander County; *C. Jordan* and *Robert Blankenship* of edell County.

GUARD *Tom McCoy* of the Iredell mp was hospitalized recently from rns received at home. . . . *D. C. Shuker*, farm manager, was also in the spital for a few days.

MAINTENANCE men in District Two o will receive service emblems are



In February, Robert P. Boyd, Division Design Engineer of the Bureau of Public Roads, came to Raleigh from Atlanta for a one-day conference with the Bureau's engineers in North Carolina. The group discussed road problems in "Major" Hooper's office on the fourth floor of the highway building. From left see, Clifford R. Green, Vernon F. Hobbs, John B. Dalhouse, Douglas F. Worley, Boyd, Henry M. Bremer, Hooper, Arthur E. Reynolds, Fred D. Jerome, Rudolph J. Roy, and Frank Cartmel, Jr.

Harold Floyd Setzer for 30 years; *Charles Ervin Noggle, James Raleigh Poston*, and *Themal Felton Walker* for 20 years. . . . In District Two *August Jimson Mills* has earned his 30 year service award; *George David McRee* has completed 20 years. . . . In the Sign Department, *Fred Davidson Summers* has 25 years of highway work to his credit. . . . Congratulations to each for his loyalty and faithful service!

DIVISION THIRTEEN

DAN TURNER
Division Correspondent

ROBERT BOWMAN is back with the Highway Commission at Marion after two years in the Army; he spent 17 months in Germany.

MRS. J. E. TERRELL spent a week in Atlanta with her daughter, Mrs. Harold Savage, while the latter's daughter was having a minor operation.



Meet attractive Mrs. J. J. Knight who was married this winter to our able Assistant Division Engineer in the Thirteenth. She is the former Jessie Jarrett of Hayesville.

SYMPATHY goes to *Mr. and Mrs. Russell Thompson* in the death of their infant daughter, March 8. . . . *Thompson* is a highway inspector II with the construction party at Marion.

GET WELL WISHES go to *Van Deal*, Maintenace Foreman in Madison, who was ill during March but is back on the job . . . To *Ed Hunter* of Maintenance who has been ill since last November but hopes to return soon . . . To *Guy Baldwin*, Maintenance in Buncombe, who has been out with a back injury since last August but should be back soon . . . And to *Ben Griffith* of Burnsville who was ill for several weeks.

DIVISION FOURTEEN

C. J. BECK
Division Correspondent

SPECIAL CREDIT goes to those folks receiving service emblems this year. . . . Four men have completed 30 years of service: *Ralph N. Beck, Grover Lewis, Carl P. Thomas*, and *Ralph H. L. Landreth*. . . . Twenty-five year pins go to *Ralph T. Snelson, James L. Sitton, John Smart, J. D. Thompson*, and *George B. Thompson* . . . Two men have completed 20 years: *G. P. Howell* and *Sam R. Jacobs*. . . . *Robert B. Corbin* and *Robert M. Morgan* have finished 15 years. . . . Ten year awards go to *Leon J. Alexander, Henry G. Bird, Walter Lee Bryson, Harve Lance, Riley V. Mehaffey, Arlen McClure, Claude Stratton, Frank H. Thomas, Homer Lance, W. A. Glaspy, Carl O. Ray*, and *Joseph L. McElroy*. . . . Four men will receive five year emblems: *Columbus Boone, James L. Welch, A. R. Edwards*, and *Wayne H. McClung*.

CONGRATULATIONS to the following proud parents: *Mr. and Mrs. James Marr* whose son was born in December; the father is a motor grader operator in

District II . . . Motor grader operator and Mrs. *Johnnie Becker* whose son was born in January . . . Bulldozer operator and Mrs. *Venoy J. Huskey* whose son was born in February . . . And Truck Driver and Mrs. *Woodrow Calhoun* whose son was born in March.

DISTRICT Engineer and Mrs. *E. L. Curtis* of Bryson City celebrated their 30th wedding anniversary April 23. . . . Their son, Bobby, recently graduated from Erskine College in Due West, S. C.

THE DIVISION Office staff bid farewell to *Mrs. Helen Roland*, stenographer-clerk in Right of Way, who is on a six-month maternity leave . . . *Maxine Montieth* of Sylva has taken her position in the office.

GANG FOREMAN and Mrs. *George Pullium's* son, George, Jr., is stationed with the U. S. Air Force at Great Falls, Montana. . . . Before going in service, he attended Wake Forest.

MAINTENANCE Supervisor *E. H. Webb* spent a week in Deland, Florida, in March visiting relatives and friends.

THE W. T. HOUSERS and their daughter, Ann, vacationed in Key West, Florida. . . . While away, they visited *F. F. "Jug" Merrill*, a highway inspector who recently retired on disability. . . . *"Jug"* is convalescing at the home of his sister, Mrs. S. R. Black, 5503 White Bluff Road, Savannah, Georgia. . . . *"Jug"* would certainly appreciate hearing from all his friends. *Houser* is a highway inspector with Construction in Waynesville.

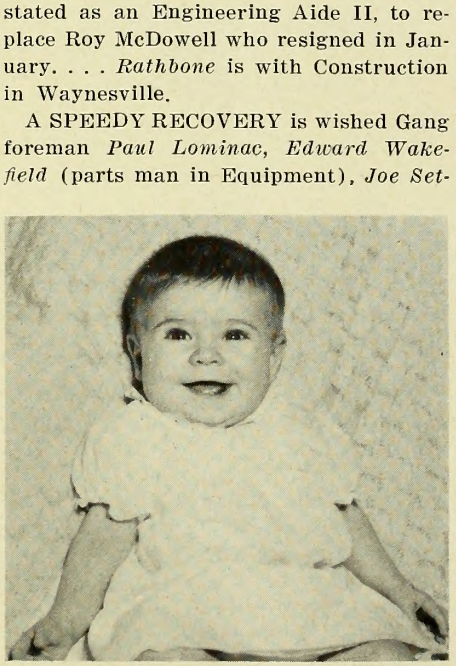
JERRY J. RATHBONE has been reinstated as an Engineering Aide II, to replace Roy McDowell who resigned in January. . . . *Rathbone* is with Construction in Waynesville.

A SPEEDY RECOVERY is wished Gang foreman *Paul Lominac*, *Edward Wakefield* (parts man in Equipment), *Joe Setser* (Maintenance Supervisor in Macon County), Prison Supervisor *B. H. Freeman*, and *Mrs. Shaft Moody* and her daughter. , . . *Lominac* had an appendectomy at Rhoda-Van Gorder Hospital in Andrews; *Wakefield* was also a patient in the hospital; *Setser* had an operation in the C. J. Harris Community Hospital in Syva; *Freeman* had a lung operation in the Veterans Hospital at Oteen; *Mrs. Moody* and daughter, Genever, both spent some time in the hospital at Andrews; *Moody* is a mason in District II and lives in Robbinsville.

JOHN C. WEAVER is back on Construction at Waynesville after being hospitalized with back injuries.

C. F. CONSTANCE, motor grader operator in Polk County, is back after injuring his foot last August.

SYMPATHY goes to Truck Driver *Hardie C. Morris* in the recent death of his mother.



Bright-eyed Sheron Lee Whitfield is the pride and joy of her parents, Mr. and Mrs. A. B. Whitfield. Her dad is Division Prison Supervisor of the Third. She was born last August 29.

Inventory Procedure Outlined in Manual

A new mimeographed manual on procedure for inventory control has recently been completed. It is the handiwork of three division equipment superintendents—Henry Alford, George Brinkley, and J. F. Abernathy—and two automotive parts supervisors—Harry Long and B. P. Lambert. They have discussed and worked out some easily understood rules regarding handling of highway equipment.

As stated in the preface, there are many problems in properly maintaining stocks of replacement parts at all points throughout the State. Lack of parts when needed may cost thousands of dollars each year to the State in "down time" loss of work by equipment and men, "cluttered" shops hinder progressive work by foreman and mechanics, repair costs skyrocket, tempers flare and bad relations occur with other departments when needed equipment is tied up and not producing.

The manual is an answer to this problem as well as overstocking. There is a guide to reducing stocks of obsolete parts. The committee of five under the direction of Bob Setzer worked toward a three-fold purpose: Standardize maintenance and operation of all part stocks within the Highway Commission so that work will be along same general plan in each division, stress constant re-evaluation and adjustment to changing conditions so that it will become a matter of pride and self-satisfaction rather than a painful chore, and stimulate equipment employees to discov and suggest means and methods of i proving the handling of stocks.

Turnpike Survey Being Conducte

An extensive traffic surveys as to feasibility of a North Carolina tu pike has been underway since Ma 31. The field work should be comple by June 1.

North Carolina along with the hi way departments of West Virginia Virginia is conducting an origin- de nation survey to determine how m present traffic would likely use a turnpike running from Ohio western Pennsylvania through Virginias and Carolinas. Some 88 mi on the northern end of the propo turnpike is already built and open toll-paying traffic.

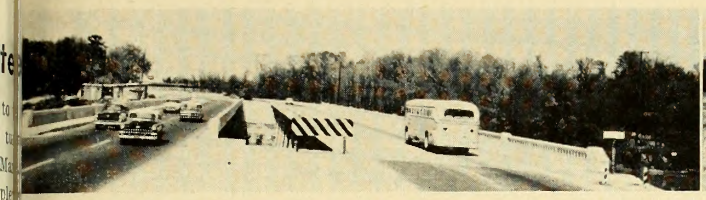
Across the State from Burlington Asheville, sixteen traffic stations h been in operation. All drivers pass the stations are asked the locations their trip origins and destination. T "interview" stations are being opera for periods varying from 16 hours five 24-hour days. The stations located near Winston-Salem, Dobs Pilot Mountain, Wallburg, Dought Clemmons, Kernersville, Whitsett, W come, Mooresville, Richfield, Conco Mars Hill and Marshall.

All drivers are asked two questio "Where did this trip start? Where w it end?" No names or license numb are recorded. The stations are not us to check driver licenses or vehicl Highway Patrolmen are present handle traffic, prevent delays and assu safety and order.

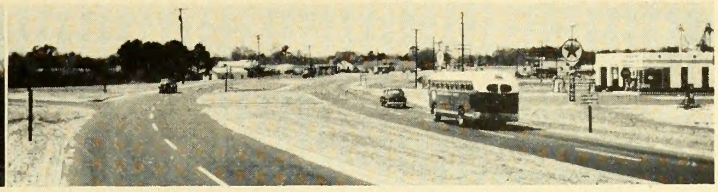
The survey is being directed James S. Burch, Engineer of Statist and Planning, a veteran in maki similar surveys throughout the Sta

The results of the origin-destinati surveys being made in the Tri-Sta area, Virginia, West Virginia, a North Carolina, will be correlated Coverdale and Colpitts, an engineeri firm who will determine whether t proposed turnpike would be feasi and self-paying from tolls. State fun may not be used to finance the buildi or operation of a toll road.

The analysis will show how mu traffic "demand" there is for a toll tur pike. No definite location has be chosen for the road since the tri-sta survey and study will determi whether the turnpike would be se paying from toll income.



Recently completed work at Kinston shows dual-laned S 70 on south side of Kinston and the new dual-laned ridge where US 70 crosses Neuse River. The work consisted of widening and reconstructing 1.585 miles from



King Street in Kinston southward along Queen Street and east to junction of NC 12 and US 70. A high type surfacing, four lanes wide, was completed on this municipal improvement.

Standards

(Continued from page 5)

iminated ultimately and the required ght of way for the separation or interange shall be acquired or reserved itially. All at-grade intersections of rivate driveways shall be eliminated, rminated, rerouted or intercepted by rontage roads in the initial construcon except where permitted in sparsely ttled rural areas.

The design speed shall be at least 70, 0 or 50 mph for flat, rolling and mountinous topography, respectively, and deending on the nature of the terrain nd development.

A generous allowance should be made r curvature, superelevation and sight istance.

For design speeds of 70, 60, and 50 ph, gradients generally shall not be eeper than three, four or five per cent, spectively. In rugged terrain, the radient may be one per cent steeper, nd in unusual conditions two per cent eeper.

Traffic lanes shall not be less than 12 et wide. Where the two-direction olume of mixed traffic per hour is exected to be over 600 in ten years, a ivided highway shall be provided inially. Where the traffic count in 20 ears will exceed 800 volumes per hour r exceeds the lower two-lane design apacity, the highway shall be designed s a divided highway. Efficiency and apacity of two-lane highways may be ncreased by providing climbing lanes n upgrades or more frequent and nger sections safe for passing.

Median Standards

Medians in rural areas shall be at east 20 feet; in urban areas, 16 feet ide. Narrower medians may be proided in urban areas of high right of ay cost, on long and costly bridges, nd in mountainous terrain. No median ay be less than four feet wide. Where rossings at grade are provided initially n divided highways with narrow edians, the median on the interstate highway shall be at least 16 feet wide at the intersection.

Shoulders usable by all classes of vehicles in all weather shall be provided on the right of traffic. The usable width of shoulder shall be not less than eight feet. In mountainous terrain involving high cost for additional width, the usable shoulder width must be at least four feet.

Side slopes shall be 4:1 or flatter where feasible and not steeper than 2:1 except in rock excavation or other special conditions.

Right of Way Widths

Fixed minimum widths of right of way are not specified because wide widths are desirable. However, conditions may make narrow widths necessary, and right of way need not be of constant width.

In rural areas, right of way widths should be not less than the following, plus additional widths needed for heavy cuts and fills:

Minimum Width in Feet

Type of Highway	Without Frontage Roads	With Frontage Roads
Two-lane	120	220
Four-lane divided	150	250
Six-lane divided	175	275
Eight-lane divided	200	300

All culverts shall be of sufficient length to accommodate the pavements, median, and shoulders without reduction in width.

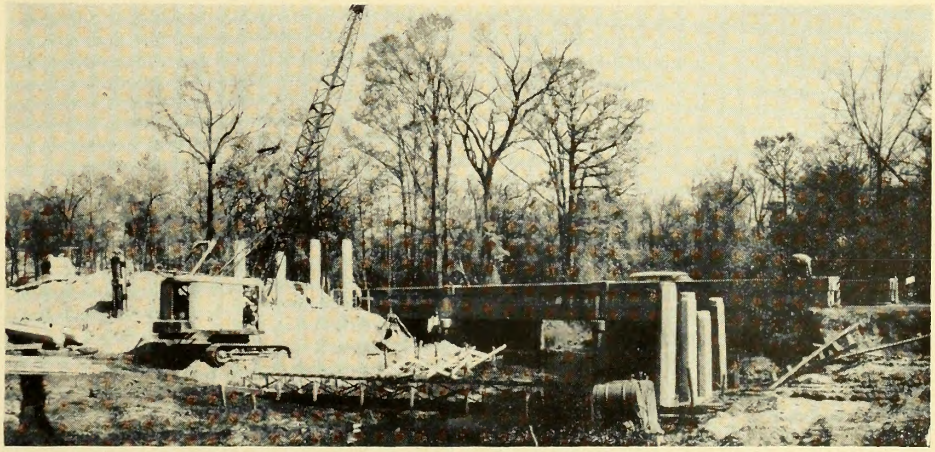
Bridges and overpasses, preferably of deck construction, should be located to fit the over-all alignment and profile of the highway.

Structure Standards

The clear height of structures shall be not less than 14 feet over the entire roadway width, including the usable width of shoulders. The clear height should be not less than 15 feet in rural areas on interstate routes remote from alternate routes. Allowance should be made for any contemplated resurfacing.

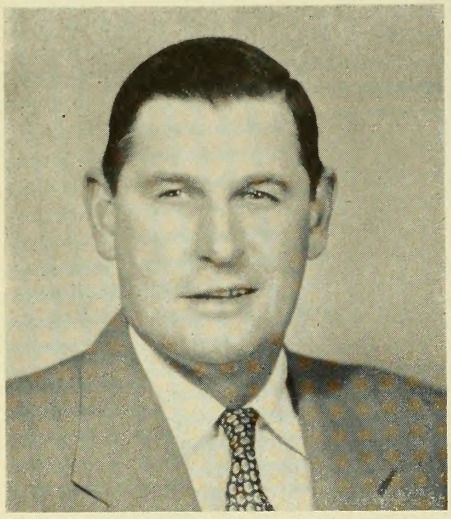
The width of all bridges, including grade separation structures, of 100 feet in length or less between abutments or end supporting piers shall equal the full roadway width on the approaches, including the usable width of shoulders.

Barrier curbs on bridges longer than 100 feet shall be offset at least two feet. Offsets to face of parapet or rail shall be at least 3½ feet measured from edge of through traffic lane and apply on right and left. Provision should be made for emergency stopping of vehicles on long bridges carrying heavy traffic volumes.



A new bridge is being built at Falling Creek near Kinston. The work is different from other bridge jobs; the concrete piles are being driven by air hammer.

HONOR ROLL OF 30-YEAR HIGHWAY EMPLOYEES



FRANK WAYNE McCRACKEN

Road Maintenance Supervisor Frank Wayne McCracken started work with the Highway Commission back in October, 1924 on a project in Haywood County. W. A. Henry was superintendent on the work. From there, he went to Madison County and Graham County on Force Account Construction under A. T. Anz.

In August, 1930, he was transferred to the Maintenance Department under J. H. Councill. In July, 1931, he went to Boone. His present work calls for supervising road maintenance in Watauga and Avery Counties. His District Engineer is C. A. Hayworth.

In McCracken's words, "It has indeed been a pleasure working with all these fine men."

He is the son of Charles B. and Della McCracken. He was born April 1, 1904, in Haywood County and later attended high school there. April 1, 1928, he was married to Geneva Elizabeth Byrd in Black Mountain. They live in Boone and are members of the Boone Baptist Church. He's a member of the Board of Deacons and teacher of the Intermediate Boys Class.

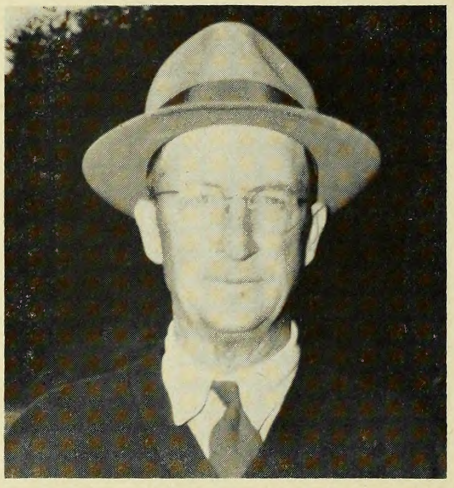
The McCrackens have three children. Two are married; Donald McCracken has a daughter, Donna, and lives in Salisbury. Mary Evelyn also has a daughter, Lynn, and lives in Ft. Mill, S. C. The youngest McCracken, Jerry, is an eighth grade student at Appalachian High School in Boone.

McCracken is a member of the Boone Lions Club.

"Roy Mack" McDaniel, Inspector II in Division 13, rounded out his 30th year with the Commission, March 10, 1955.

His first work was as a truck driver for Road Oil under J. C. Northcott who was supervisor of all asphalt work in the Seventh, Eighth and Ninth Districts at the time. This territory consisted of all counties west of Winston-Salem. In the spring of 1926, McDaniel was made distributor operator. Then in 1929, he was promoted to Road Oil foreman. He served in this capacity, under Northcott, until 1931 when the District were changed to Five Divisions.

He was based in the Asheville Division. In 1934, he went on construction



W. R. McDANIEL

as surface treatment inspector for a year. In 1935, he returned to his old job as Road Oil foreman which he held till the divisions were changed from five to ten in 1937. He remained in Road Oil but worked only in the Tenth with headquarters in Asheville.

"Roy Mack" held this position till July, 1946 when he went back on inspection of surface treatment work. He subsequently served under Division Engineers J. C. Walker, Z. V. Stewart and W. M. Corkill. When the divisions were changed from ten to 14 in 1953, McDaniel remained under Corkill as Inspector II. When you see an asphalt job underway in the 13th, more than likely you'll find "Roy Mack" on the job.

He was born October 23, 1903, in Colorado Springs, Colorado. His parents, E. L. and Hester Flemming McDaniel, brought him to North Carolina in March, 1904. They made their hon near Old Fort. Young McDaniel atten ed grammar school at Greenlee ar finished High School at Old Fort.

December 24, 1929, he was marrie to Lois Keller of Pineola. They ha one son and two daughters: W. R. M Daniel, Jr., Emogene McDaniel ar Katy Mae McDaniel.

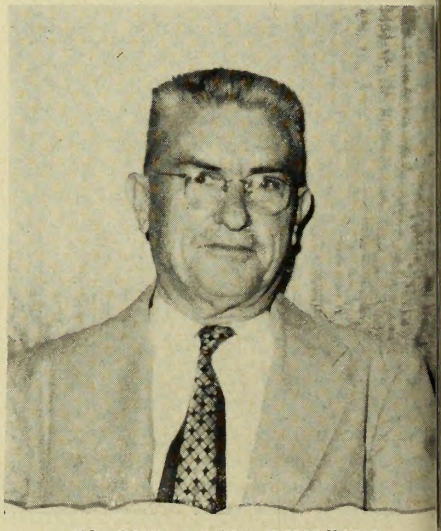
The family attends the Siloam Pre byterian Church. The Inspector is Past Master of the Joppa Masonic Lodg No. 401. He is a Past Patron of th Old Fort Chapter No. 175, Order of th Eastern Star.

The Assistant Division Engineer the Second Division is Jasper Lou Phillips of Kinston. His highway e perience dates from 1913-14 when h was assistant to R. T. Brown, Coun Engineer of Orange County, at Hill boro.

Then in 1919, he went to Greenvil as County Engineer of Pitt County. 1921, he came with the State Highwa Commission as Resident Engineer und District Engineer R. E. Snowden.

For two years, from 1935 to 1937, h was with the U. S. Bureau of Publ Roads. He worked in Fitzgerald, Ga and Atlanta as an Associate Highwa Engineer.

In 1937, he returned to the Highwa Commission as District Engineer Kinston under Division Engineer W. Spruill. Then in 1949, he was promote to Assistant Division Engineer at Greer ville under R. Markham, Division Eng neer. He has been doing a fine job the ever since.



JASPER LOUIS PHILLIPS

Phillips was born August 24, 1890 n Lenoir County. He is the son of lenry Clay and Susan Eleanor Wiggins hillips. He graduated in 1913 from the niversity of North Carolina with a .S. degree in Civil Engineering.

April 7, 1917, he was married to helma Elliot in Kinston. They have ne son: Jasper Louis Phillips, Jr. They re Methodists.

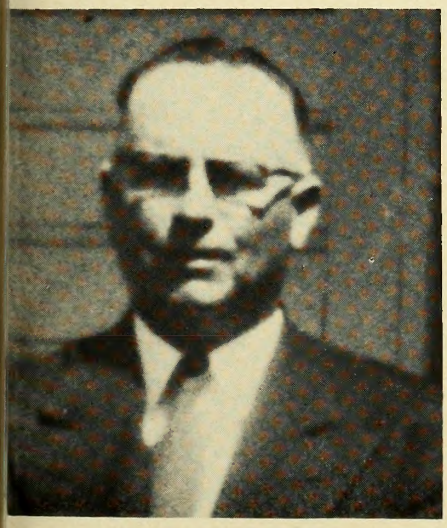
Phillips is a member of the St. Johns odge No. 4, A.F. & A.M., of Kinston; he St. Paul's Commandry of Knights emplar, No. 18, of Kinston; the inston Chapter No. 53, O.E.S.; the reenville White Shrine No. 7; the udan Temple, A.A.O.N.M.S., New Bern; he East Carolina Engineers' Club; the . C. Society of Engineers; the National ociety of Professional Engineers; and he American Society of Civil Engineers.

Gang foreman Harry L. Link of Monoe started his work with the Commission June 1, 1924. He worked as a truck river under District Engineer J. B. ridgen of the old Sixth District.

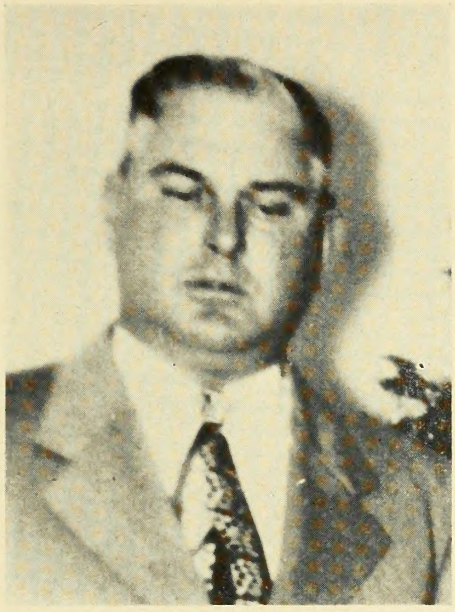
In 1928, he was transferred to Mecklenburg County as a section foreman. hen four years later he was transferred o Union County. In February, 1954, he as promoted to gang foreman under he supervision of District Engineer . F. Royall.

The foreman is the son of Mr. and Irs. W. M. Link. He was born Novemer 4, 1904, in Lincoln County. He atended the Iron Station School.

April 30, 1927, he was married to essie Stroupe. Today he lives on Route , Monroe, and is a member of the hiloh Baptist Church.



HARRY L. LINK



W. H. (BILL) LUMSDEN

Gang foreman Bill Lumsden is one of the youngest men to pass his 30-year work anniversary with the Commission.

Back in June, 1924, when he was only 13 he started work with J. D. Orrell of the Bridge Department. He worked there until 1928 when he went with T. T. Betts on Maintenance.

Lumsden was born March 5, 1911. He is the son of Mrs. Rebecca Lumsden.

November 27, 1930, he was married to Cora Lee Murray in Marion, S. C. Today they live in Wilmington and are members of the Masonboro Baptist Church. They have two daughters: Elsie L. Lumsden and Mrs. Anna Alford.

Family of 15 Children

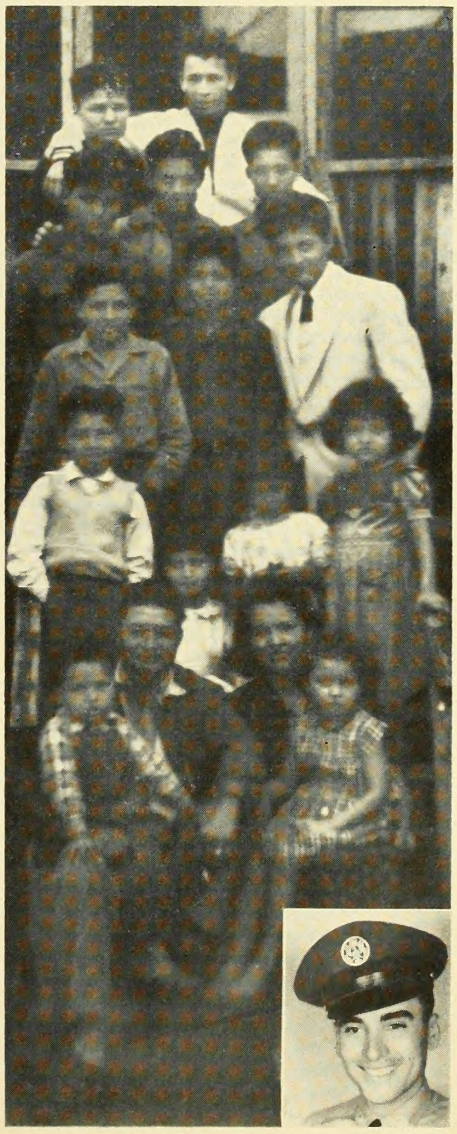
Bridgeman Sherman Hunt and his wife of Greensboro are pictured with their 15 living children: 11 boys and four girls. Their oldest son, Leon (inset) is an Air Force PFC. Their other children, and their ages, are: Joseph, 22 years old; Willard, 20, Furman, 19; Lenburg, 17; Robert, 16; Homer, 14; Thomas, 13; James G., 12; Helen, ten; Alton, eight; Barbara Ann, seven; Naomi, six; Myrtle, four; and Eugene, three.

In looking back, Hunt recalls that times were hard when he was married to Mable Lowry and they started to raise their family. Life hasn't been easy for them since, either. It's a never-ending struggle to make ends meet. Even though Hunt has had a hard time providing for his family, he's thankful that they are all healthy and have never had any deaths or serious illnesses. The Hunts are proud of their children, especially since the children are respectful and don't talk back to them.

Hunt has worked hard all his life. Even as a boy, he had to work on his dad's farm and couldn't attend school. For 12 years, he farmed. Since he never had an opportunity to attend school, he could never get a job that paid much. His wife had some schooling but she was too busy with their growing family to hold an outside job. They could never afford a home of their own and most landlords were reluctant to rent to a family of 17.

Three of the Hunt children are married and there are three grandsons. Hunt gives much of the credit for raising such a large family to his wife, Mable, who he says "worked hard to take care of all those kids and has been a good mother." Right now she only has to look after 11 of the children, her brother and one grandson.

The Hunts have one regret common to all parents: they can't give their children all the material things they'd like to. Hunt is 43.

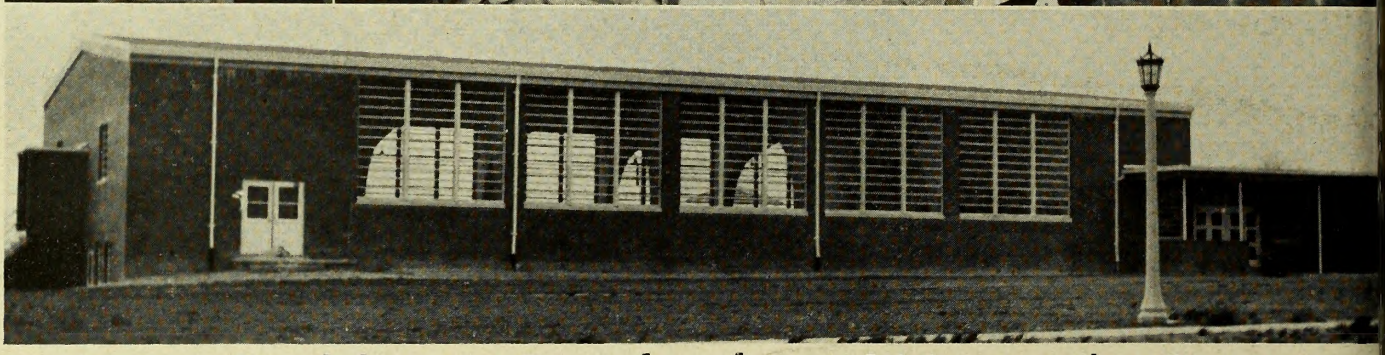












New Buildings Finished at Woman's Prison

Extensive improvements are nearing completion at Woman's Prison in Raleigh. Above scenes show several of the newly-completed buildings.

Top picture was made of one of the two new honor cottages for young first offenders. Each brick-faced structure was designed to avoid the appearance of a prison. The cottages have windows of a new detention type without the usual grilles and bars. The two honor cottages, both located outside the prison gates, feature private bedrooms for 72 young first offenders.

Middle picture, on left, shows a young inmate cleaning one of the 36 individual bedrooms in the cottage for white first offenders. There is another honor cottage exactly like this one for the colored first offenders. The attractive rugs and draperies were woven by inmates on looms in the prison craft room.

Middle picture was made in the well-lighted commerci sewing room where some 75 girls work with modern cutti and sewing machines to turn out most of the clothing f the entire State prison population.

In middle pictures, on right, a matron who is on du at all times in the two honor cottages looks on as tw young inmates work a crossword puzzle in the centr recreation room of the cottage. Here after work-hours th girls congregate to watch TV and play ping pong.

Bottom picture was made of the big, airy combinati gymnasium-auditorium. It will be used for chapel service amateur musicals, basketball games and community sing In the wing, at right, is a new library and several cla rooms for vocational purposes.

Form 3547

ROADWAYS

State Highway Commission

Raleigh, N. C.

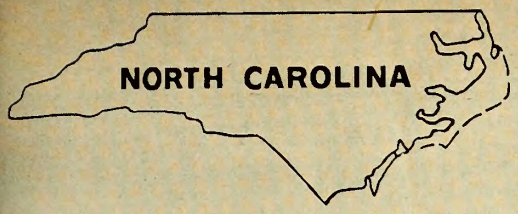
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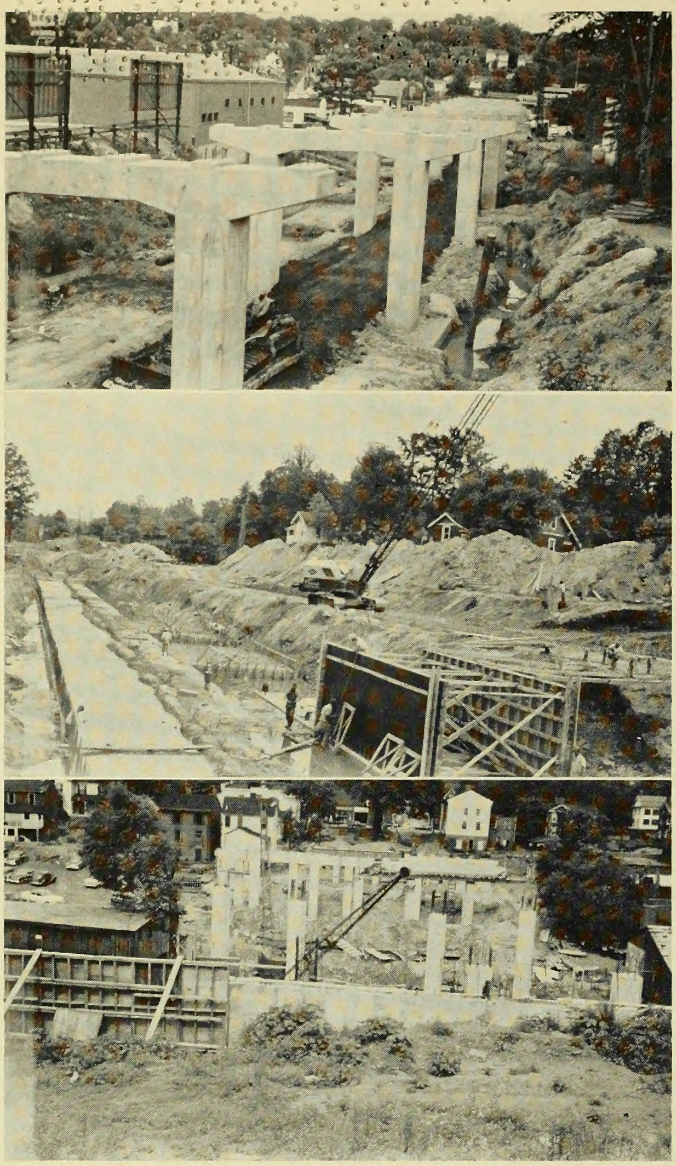
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ROADWAYS

A MAGAZINE FOR EMPLOYEES
OF THE STATE HIGHWAY COMMISSION
JULY - AUGUST, 1955



Expressway Taking Shape

Work on the most extensive intracity highway improvement in the State is well underway. The big Winston-Salem East-West Expressway has been designed to carry heavy traffic through the city. The present project begins at Cloverdale Avenue and extend 1.6 miles east to Liberty Street.

The work includes construction of two 35-foot wide traffic lanes separated by a median strip. The Expressway will have controlled access. Ten bridges for grade separations at street crossings will be built. Contract estimate for the present work of grading and structures only is $2,593,000. Contractors are Sanford Construction Company of Sanford structures; and J. K. Cecil and Sons of Lexington, grading. Completion date is December 31, 1956.

Future extensions of the project will tie in on the west with the Yadkin River Bridge on US 158 and on the east with US 158 and 421 beyond city limits of Winston-Salem. Estimated total cost of all the work is $10 million. The work is being done in the Ninth Division where James A. Gray, Jr., is Commissioner; Z. V. Stewart is division engineer; and W. S. Sizer is resident engineer assisted by J. H. Berrier.

Top picture shows piers for south lane of Cloverdale

(Continued on Inside Back Cover)

COVER PICTURE

A beautiful new bridge is being built at Rozzells Ferry over th Catawba River on NC 16, northwest of Charlotte, between Mecklenbur and Gaston counties. Piers of the old narrow one-way bridge are bein recapped and braced with new steel piles to be incorporated in the ne bridge. Since water at the bridge site has a maximum depth of 46 fe below the spillway of the dam, extra long steel piles with a maximu length of 80 feet are being used. The old through truss bridge wit timber floor and 14½-foot roadway is being dismantled.

The new bridge which is expected to be complete by June 1, 195 will be 1,059 feet long, have a 26-foot wide roadway and concrete flo and rails. The bridge will consist of three 73'6" spans, three 203'9 spans, and three more 73'6" spans. The 73'6" span units are continuo I-beams while the 203'9" spans are continuous deck plate girders havin variable depths. The 203'9" span will be one of the longest continuo deck plate girders on any bridge in the State!

F. A. Triplett, Inc., of Chester, S. C., is building the bridge for contract price of $621,608, including $33,000 for removal of the existin old bridge. The work is being done in the Tenth Division where M. Beatty is division engineer. Andrew Little is resident engineer on th bridge.

Photo by Margaret Bur

NORTH CAROLINA ROADWAYS

A Magazine for employees of the North Carolina State Highway and Public Works Commission

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Margaret Burk, *Editor*

Scientific Research Improves Design of Bituminous Mixes

BY H. FRED WALLER, JR.

During and immediately following orld War II, design engineers became rmed at a highway system that was erally coming to pieces. The war transrtation had badly overtaxed our sysn; axle loads were continually on the rease, as was the volume of automoe traffic. Pavements that had only a v years earlier been considered adeate for all anticipated traffic were now ling due to these increased burdens. was readily apparent that highway gineers must completely revamp their nking if the highway system was to ep pace with traffic demands. More and re the need for a highly organized den system, coupled with improved conuction practices, was realized.

n North Carolina, as in many other tes, it had been a general policy to y on experience in establishing forlas for bituminous mixes. Little or no ard was given to any scientific method design. While the value of experience uld not be minimized, neither should be used as the sole basis for deciding e various factors involved in selecting mix formulas. Engineers responsible bituminous paving had considered the blem a minor one and consequently d devoted little time to developing new t methods or construction procedures.

Paving Specifications

Most pavements are constructed under nket specifications. This type of specation usually has one main shortning—it does not take into account rtain variations in the physical chareristics of different aggregates such as rticle shape, porosity, and surface texre. A situation such as this could an that the same bitumen content uld be used in identically graded mixes en though the aggregates were of an irely different nature. One aggregate ght be very porous and absorptive ile the other was non-absorptive. If e same bitumen content were used in h cases, one of the pavements would bably be over asphalted and have a dency to bleed, shove, and rut. It uld be realized that each different terial is an individual problem and uld be treated accordingly.

n an effort to combat some of the r increasing highway problems, Chief terials Engineer C. E. Proudley estabhed the Research Department as a t of the Division of Materials. The partment was set up under the supervion of A. Duke Morgan, Materials Reerch Engineer. It was originally planned to do research in all phases of highway work wherever the need arose. This plan was followed so far as field projects were concerned, but the situation was somewhat different in the laboratory. The major problem at that time was to study the various types of bituminous mixtures and develop a reliable method of design which could be used with assurance for the tremendous job at hand. The 200 million dollar paving program, which began about this time, demanded that more attention be given to bituminous paving. It was the desire of all concerned to build long lasting pavements that would perform satisfactorily with a minimum of maintenance. The previous system of "design" would not meet the requirements for such a vast paving program. Therefore, the course of action for the laboratory was automatically planned—assist the Bituminous Engineer and his personnel in any way possible to carry through their job.

Exhaustive Research

A project of this type is not one which can be completed in a short while. It requires that a large backlog of test results be accumulated before conclusions can be drawn; it requires careful analyzation of the test data by people who have a thorough understanding of the significance of each item under study; it requires the coordinated effort of both laboratory and field personnel who are willing to keep working even though results are often discouraging and appear without value; and last, it requires the confidence of those in responsible positions to see that worthwhile information acquired in the laboratory is applied in the field. It would be worthless to develop a practical method of design unless it were properly applied in the field.

At the start, the laboratory was greatly hampered by a lack of equipment and trained personnel. Another serious problem was a room or area in which to work. For several months, it was necessary to use a portion of the Concrete Testing Laboratory known as the "sand room." This added inconvenience made operations more difficult. In June, 1947, a separate laboratory 32' x 31' was constructed solely for the use of the Research Laboratory. It now became possible to purchase equipment and place it in a permanent location.

Test for Sand Asphalt Mixture

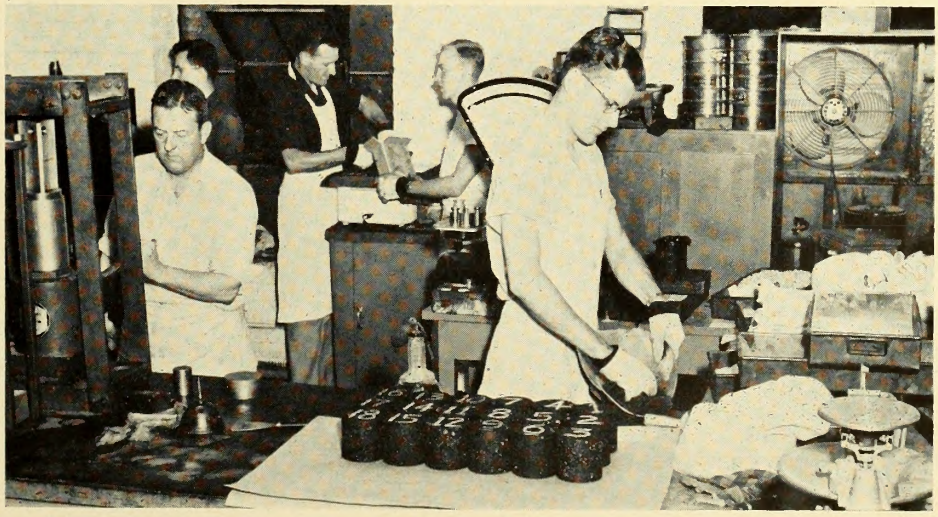
Original equipment consisted of three 2-inch Hubbard-Field forming molds and one breaking mold. This type of equipment is suitable for testing sand asphalt mixes only. The test consists essentially of a briquette, one inch high and two inches in diameter, made from the mixture under study. This briquette is placed in a two-inch diameter cylindrical sleeve and extruded through a 1¾ inch opening in the bottom of the sleeve. The sample is broken at 140° and maximum dial reading is recorded as the stability.

For approximately one year, the scope of the activities was confined to this particular investigation. After that time, it was felt that the laboratory personnel were capable of using this equipment as an aid in deciding the optimum bitumen content for sand mixes.

As could be expected, this type of investigation was not readily accepted by some of the older, career men with the highway department. They may have felt that methods in use at that time were adequate for solving all problems that arose with bituminous mixes. At any rate, the investigational work continued and was eventually accepted and recognized as a valuable aid for solving some of the problems.

In the second year of operations, Marshall Stability equipment was purchased

(Continued on page 2)



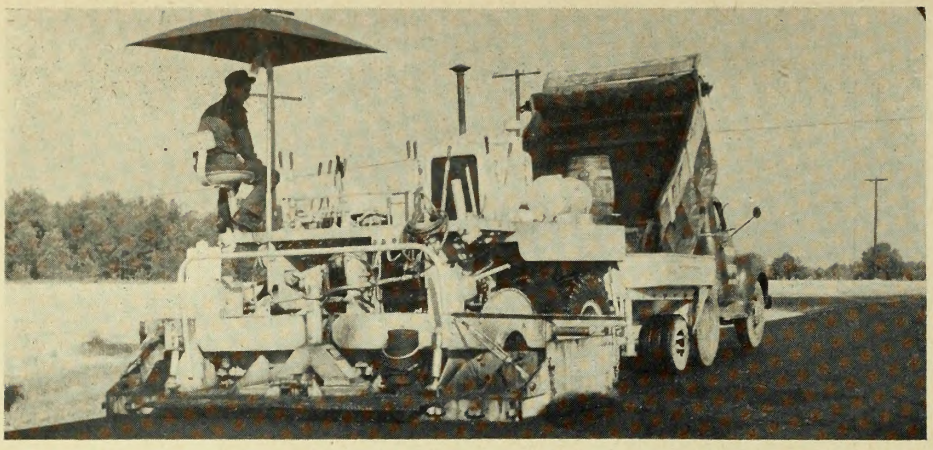


Photo by Margaret Burk

Dual-laned US 74 has just been resurfaced with a bituminous concrete plant mix from Charlotte to Monroe. Under the same contract with Blythe Brothers of Charlotte, NC 200 was resurfaced from Monroe to the South Carolina line.

While one lane was being resurfaced, two-way traffic was maintained on the other lane. Total length of the resurfacing was 42.23 miles. The work was done for a contract estimate of $379,259.25. The Mecklenburg-Union job was completed in the Tenth where M. E. Beatty is division engineer. L. A. Brown of Huntersville was resident engineer on the work.

RESEARCH

(Continued from page 1)

for a study of bituminous concrete mixtures. One outstanding feature of this equipment is its portability and the ease with which it can be used in the field. Raw materials were secured from many jobs and brought into the laboratory for study. At the same time, the equipment was taken on various job sites and samples were prepared in the field for testing. Reports on each project were sent to the Bituminous Engineer and others concerned with the successful completion of the job. At that time, information contained in these reports was merely for the records and had no part in establishing job mix formulas. The value of this type of testing soon became apparent and was often requested by the bituminous department.

Modified six-inch Hubbard-Field testing equipment was manufactured by the State Highway Shop to be used in conjunction with the Marshall equipment. The six inch test works on exactly the same principle as the two inch Hubbard Field except mixtures containing coarse aggregate may be used with the larger equipment. These two tests (Marshall and 6 inch Hubbard Field) were used for approximately two years with moderate success. While both of these tests produced valuable design information, they had certain shortcomings which left some questions unanswered. An empiracal test of this type often produces results of questionable value. When the laboratory personnel became highly proficient in the performance of the test procedures and the results are analyzed by qualified personnel, these variables are reduced to a minimum. Even then, erratic results are sometimes obtained. One of the major disadvantages was the inability to reproduce stability results within a very sn range.

In a search for more accurate d simpler methods, the laboratory lear d of the Unconfined Compression Test. T s type of test is used for bituminous c crete and is made on molded cylindri speciment four inches high and f r inches in diameter. The specimens e broken at 77° F. after a 24 hour cur g period at 140° F. Load is applied at 2 inch per min. directly to the test sp i- men and the stability reported in P. S Of the various types of tests investigat , the Unconfined Compression has produ d the most reliable results. Stability val s are reproducible within a very sn l range. The test is relatively simple o perform and requires no complicated r expensive equipment.

A vibratory compactor is used in c junction with this test to determine o mum aggregate combination. It has b n found that the blend of aggregates wh n produces maximum density (minim m void content) will produce a bitumin s mixture with a higher stability than c be obtained with less dense gradings f the same aggregate. The compactor i a steel table which vibrates at 4300 cy s per minute. A predetermined amount f aggregate is placed in a special cylin r which fits on the vibratory table. T e

(Continued on page 4)

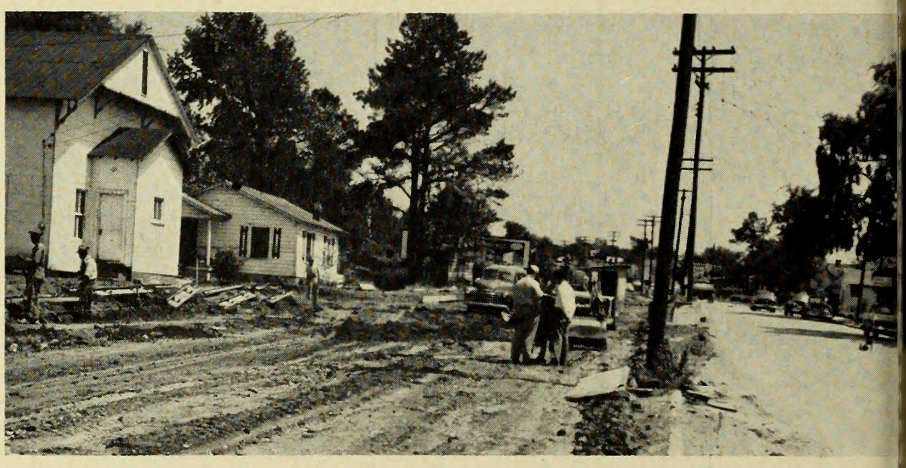
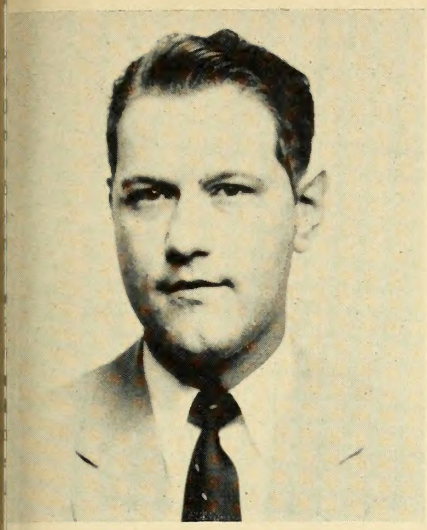


Photo by Margaret B

Highway engineers confer as widening of US 74 through Wadesboro got und way. The major highway improvement runs from a point about 500 feet west the intersection of US 52 and US 74 near west city limits of Wadesboro, and exter southeast and east along Salisbury Street, Caswell Street, and Washington Stre Also included in the same job is the improvement of NC 85 from Morven city lim to the South Carolina line.

The Wadesboro work includes widening the existing 30 to 36 foot-wide stre to 72 feet, from curb to curb, inside the city, and to 52 feet outside the c limits. Telephone poles, pictured above, will be removed and replaced with a fo foot median strip to separate opposing lanes of traffic.

By contract, Cronch Brothers of Mooresville moved many houses and buildin back off the right of way for about $83,785. Sloan Construction Company of Gree ville, S. C., has the grading and paving contract for an estimate of $348,000. T road job should be complete by January 1, 1956. M. E. Beatty is division engine while Geddie Strickland is resident engineer of the work.



WINNER NAMED

H. Fred Waller, Jr., 28, Laboratory pervisor of the Bituminous Research partment, was recently named winner the 1954 D. B. McCrary Award, for his tstanding service to the Highway mmission.

Waller's selection by his fellow highway ployees was in recognition of his re- arch on bituminous mixtures used in ving the State's highways. The Bitumi- us Laboratory under the direction of ke Morgan and the supervision of aller has developed scientific tests rough research on bituminous paving xes to such a point that the tests have come standardized and a routine part the State Highway Specifications. C. E. oudley is head of the Division of Mate- ls and Tests.

Concentrated research on bituminous xes was begun in 1947 in the State en there was trouble with new pave- nt "shoving." After resurfacing sev- al sections of obsolescent pavement th a bituminous concrete mixture, traf- would "shove" the pavement causing pling irregularities and indentations. aller along with other highway engi- ers was concerned with the problem d set about solving it. The three fac- rs in designing a good bituminous con- ete paving mixture: stability, density d resistance to moisture, were studied sely by Waller. He designed and re- ed testing equipment, analyzed results d eventually came up with tests to ndardize the design of bituminous xes. His efforts took much of the esswork and "sight engineering" out of adbuilding. Now exhaustive laboratory sts evolved through his meticulous and instaking research are used to get the st design mix possible with available ad materials for a good durable pave- nt which will stand up under heavy ffic and loads. By scientifically blend- ing the road materials, e.g., stone, fine aggregates, mineral filler, and asphalt, in the right paving combination, the State is now usually able to get a good firm bituminous pavement which bonds well and will stand up under many years of traffic pounding and the ravages of weather.

Waller worked in the highway laboratory summers between college terms and then parttime while attending State College. Upon graduation in 1949 with a B.S. degree in General Engineering, he began fulltime work with the Highway Commission.

During World War II, he spent two years as a machinist's mate in the Navy. He took ROTC at State College and upon graduation, was commissioned a Second Lieutenant. Today he is a First Lieutenant in the Air Force Reserve.

Waller was born in 1927, in Petersburg, Virginia, but his family moved to Cary when he was a child and he was educated in the Cary High School. He is the son of Mr. and Mrs. H. Fred Waller. His father is a laboratory technician in the highway physical testing laboratory.

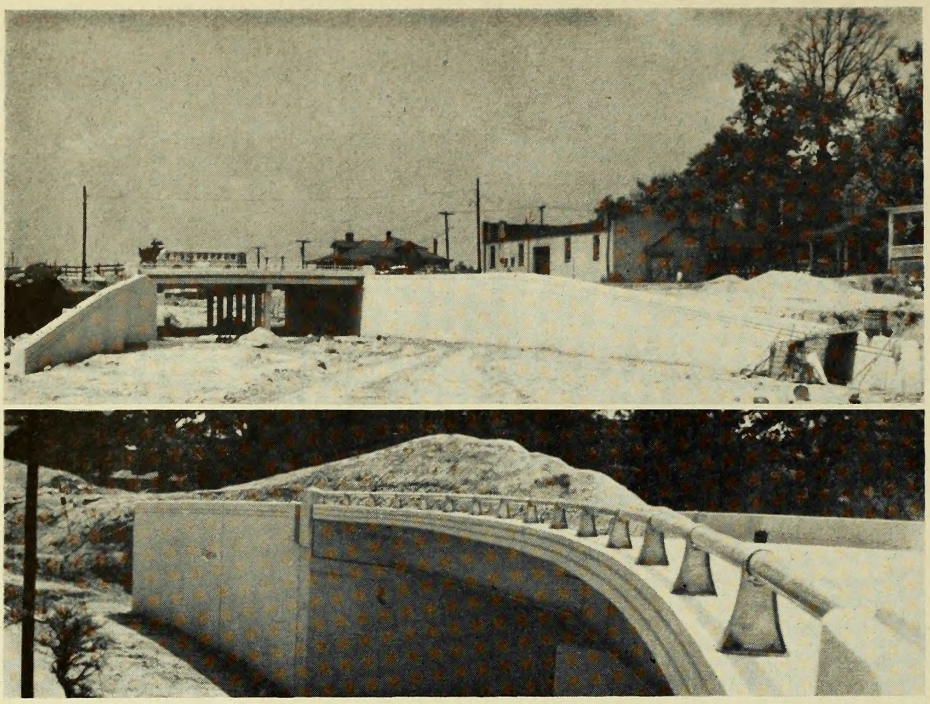
Waller is married to the former Phyllis Moore of Greenville. They live in Longview Gardens, a suburb of Raleigh, and have two children: four-year old David, and one-year old Donna. They are members of the Longview Baptist Church.

Waller is a member of the Raleigh Engineers Club, the N. C. Society of Engineers, and the American Society of Military Engineers.



Photos by Margaret Burk

Two views show heavy rock encountered by Blythe Brothers of Charlotte in grading the seven-mile relocation of US 52 from Wadesboro to Morven. Dynamite was used to blast the rock loose while a shovel was used to move it off the roadway. It was estimated that more than 400,000 cubic yards of excavation would be moved in building the relocated highway from a point on US 74, about one mile east of Wadesboro, southeast to US 52 at Morven city limits. Work was begun in September, 1954, and should be completed this fall. Blythe is grading the roadway and will pave for about $358,000. Magill Contracting Company, Inc., of Whitmire, S. C., is building the structures for about $92,210. Bower and Hurley of Jefferson moved houses off the right of way for $1,775. The new highway will have a 24-foot wide pavement. The work is being done in Anson, a part of the Tenth Division. M. E. Beatty is division engineer. Geddie Strickland is resident engineer.



Photos by Margaret Burk

They're making good progress in building Charlotte's new crosstown boulevard. Top picture of the Morehead Street bridge was made at beginning of project. Anchor bolts were set with extreme care in the piers and abutments since they were set on horizontal curves. When the steel beams were set in place, all anchor bolts fitted in perfectly. The structure consists of two spans of I-beams, one 34 feet long, the other 43 feet long. The width of the roadway from curb to curb is 80 feet. The width of the sidewalk is six feet. Note the beautiful retaining walls.

The South Boulevard Bridge is 56 feet from curb to curb and has two-foot wide sidewalks on each side. It was no small feat to build the structure since it is on a 24 degree curve. Note the new lightweight aluminum handrails. Earthwork in background was used in building approach to the new bridge.

The new 2.066-mile long crosstown boulevard runs from Morehead Street to Independence Boulevard at Hill Street. It will carry US 29, 74, and NC 27 on the southeast side of Charlotte. Work has been underway since June, 1954, and should be completed by January 1, 1956. H. R. Stewart of Asheville holds the contract for the grading, paving and structures for a contract estimate of $1,340,578.55. M. E. Beatty is division engineer while W. A. Little is resident engineer on the job.

There are five other major structures, including a triple box culvert over Irwin Creek, at the following locations in Charlotte: Irwin Creek Bridge, Clarkson Street Bridge, Bridge over mainline of the Southern Railroad, and Bridge over Columbia Branch of the Southern Railroad.

RESEARCH

whole assembly is vibrated for 20 minutes with accurate volume measurements made before and after vibrating. Using these volume measurements and the weight of material in the cylinder, the aggregate density is then calculated.

Bituminous Concrete Mixture

The Unconfined Compression Test along with the vibratory compactor, has been used extensively for the past 18 months to design mixes for many projects through the state. It will be a matter of years before this test method can be evaluated with any degree of certainty. Sufficient time should be allowed to study the service behavior of pavements designed by this method. Results of this work appear quite promising at this time.

It has now become a matter of routine for materials to be sent to the Bituminous Laboratory for grading checks and design mixes. The laboratory technique has been perfected to the point that results obtained from these tests may be used with a reasonable assurance of success. The work performed in the laboratory is not meant to be a cure-all. It is simply an aid in determining job mix formulas, optimum bitumen contents, and aggregate gradings to be used on st projects. Experience and sound judgm will always play an important part the construction of a highway system gardless of the new test methods veloped. But a combination of good ju ment and experience coupled with a s isfactory design procedure will grea improve the chances for high quali long lasting pavements.

At present, the job of designing tuminous mixtures is one which requi full use of the laboratory equipment a personnel. Consequently, extensive search projects along other lines can be accomplished under the present c cumstances.

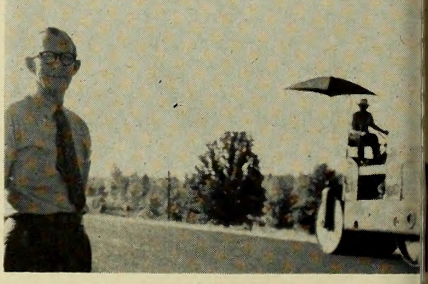
Minor Research

None of the minor research investi tions conducted during the past five ye is discussed in this report. Most w of such nature that they could be c pleted in a relatively short time and ports made to proper authorities u completion. Detailed information on th projects will be furnished on request.

Of necessity, the present plans for bituminous laboratory are to conti giving assistance with mix designs w the remaining time devoted to minor search investigations.

Requirements based on the Unconfi Compression Test have now become part of our general specifications for tuminous paving. Minimum stabil limits have been set at 200 P. S. I. binder mixes and 250 P. S. I. for C "I" surface course mixtures. Each p ect is analyzed separately and where c ditions warrant higher stability, val are required. When construction of project is started, the laboratory for make periodic checks to assure that contractor is meeting all requirements

It is believed that this system will p vide the taxpayers a much higher ty longer lasting, pavement at little or increase in cost.



J. B. Graham, Inspector III, w snapped during rolling operation on t resurfacing of US 74 between Mon and Charlotte. Graham has spent m of his working life as an inspector construction.

Survey Procedure Outlined in Manual

A new manual of instructions and rocedure for the employees of the ocation Department has been written, lustrated and edited by Lawrence Iahinske veteran locating engineer.

It provides in single text form detail- d instructions for the care, use and djustment of surveying instruments, ogether with step-by-step descriptions f practical and modern methods ap- licable to highway surveying. It is omplete with easily-understood lustrations, sketches and tables which ill simplify the work of all highway ngineers. Its use should effect a great aving in time and expense in expediting ie complex problems with which engi- eers are constantly confronted.

The manual should be of value to onstruction and bridge engineers as ell as location engineers as its many ables and formulas for field computa- ons are explained in concise and lucid erms. It should shorten much of the outine engineering labor involved both n location and construction.

The contents is divided into five sec- ons: Highway Location, route survey, econnaissance, preliminary survey; ap Location, need of a map, the paper cation, limitation of alignment; Actual ocation Survey, staking out the center ne, notes, grade crossing problems, ationing and equalities, plus stations, iangulation, references, benchmarks; opographical Surveys, aerial photo- raphs, transit stadia methods, transit nd plane table board, compass-level- od and tape; and Field Astronomy, sun bservation, polaris observation, and omputations.

Station Opened

The State's eleventh permanent truck eighing station was officially opened for peration, June 1. The new station con- sts of two stations located opposite each ther on US 70 between Hillsboro and no River.

The site was chosen since more than 00 big tractor-truck semi-trailer trucks ily travel this section of US 70 from igh Point, Greensboro, and Burlington Durham, Raleigh, Henderson, and ichmond.

The station is one of a group authorized the 1951 Legislature for enforcement the State's truck weight laws.

The lay-out was designed and built to ermit future dual-laning of 70 in this section without major changes to the station. Total cost of the dual-stations including the scales, right of way, construction and buildings was about $39,000.

The scale buildings and scale pits were built by highway bridge maintenance forces under the supervision of Bridge Superintendent K. R. Scott. The drainage, grading and paving was completed by highway forces in the Seventh Division under District Engineer L. H. Gunter. The Fairbanks-Morse Company supervised the installation of the scales. A. S. Furtado, electrical engineer with the Bridge Maintenance Department, devised the wiring and flood lighting.

The double station ranks with the best in the State and will compare favorably with any in the nation. Its round-the-clock operation should result in control of excessive truck axle and weight loads. As a result, pavements and bridges in a wide area of the State will be protected from the damage of overloaded trucks. The stations will be staffed by employees of the State Department of Motor Vehicles since the Highway Commission is not a law-enforcement agency.

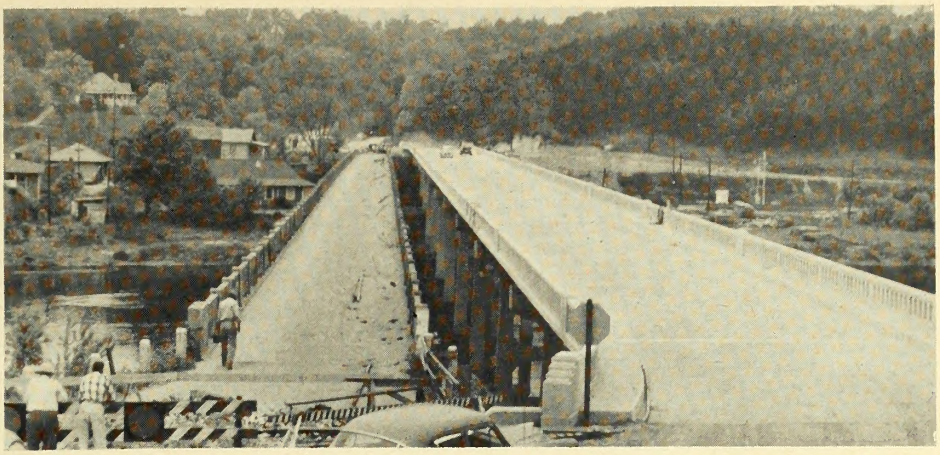


Photo by Bridge Engineer J. J. Powell

Handsome new bridge was recently completed over the French Broad River at Craggy on NC 191. It replaces old, outmoded bridge, on left, which has since been torn down.

The modern concrete bridge is of I-beam construction. It is 772½ feet long and has a 26-foot wide clear roadway with a three-foot sidewalk on each side. The new bridge cost about $223,806.40, including $25,000, for removal of the old bridge beside it. The new bridge was built in Buncombe County of the Thirteenth where W. M. Corkill is division engineer. George Prescott was resident engineer.

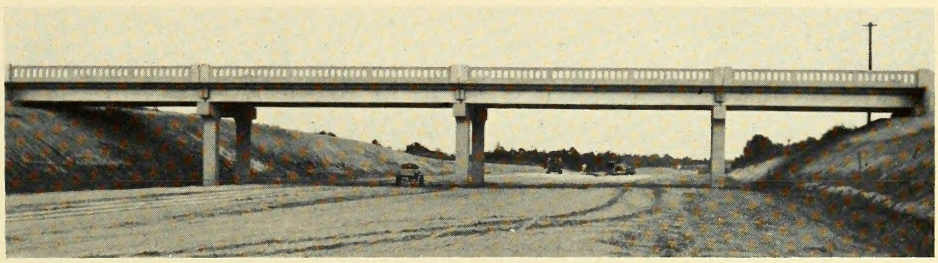
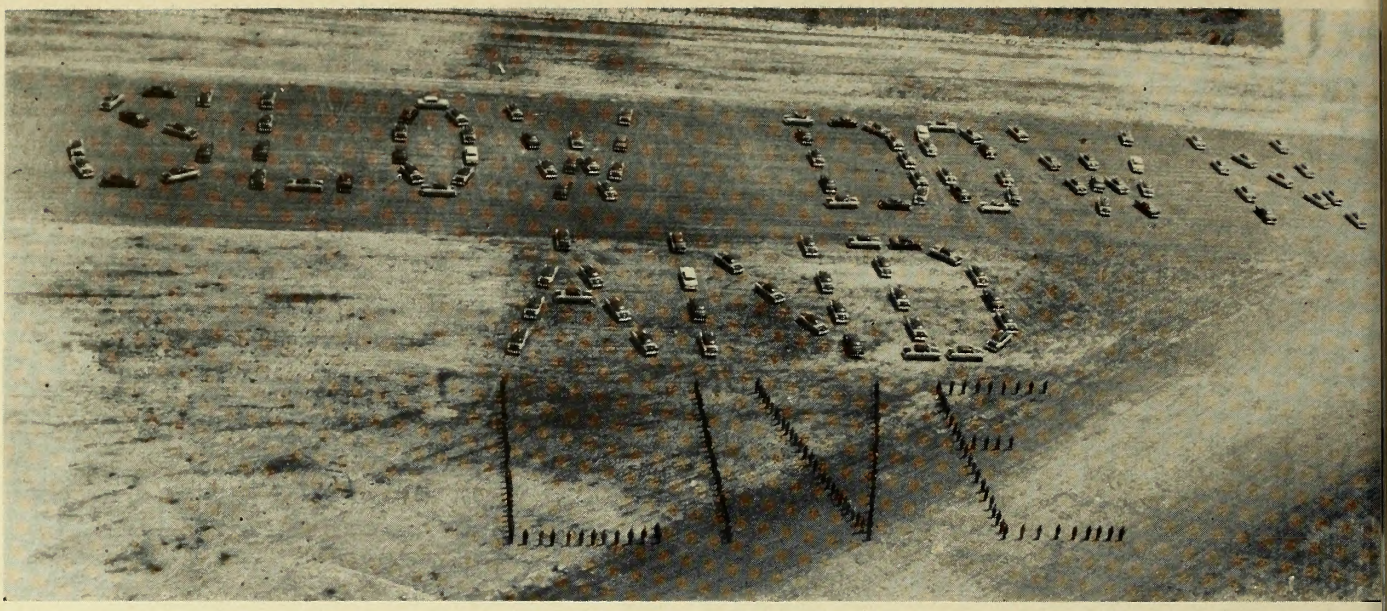


Photo by Margaret Burk

Heavy grading and structures on the ten-mile relocation of US 21 in Mecklenburg-Iredell counties has recently been completed by J. C. Critcher, Inc., of Asheville for about $171,300 on the roadway, and Gibbs Construction Company of Oxford for about $74,992 on the structures.

Big new bridge which will carry NC 73, west of Cornelius, over the new highway is shown above. US 21 has been built on a new location from a paved road, west of Caldwell, running north for 9.82 miles to another paved road, west of Mooresville.

Thompson-Arthur Paving Company of Greensboro will place the base and pave this summer for an estimate of $314,000. The highway should be paved and open to traffic by October 1. The work is being done in the Tenth Division where M. E. Beatty is division engineer. W. A. Little is resident engineer on the job.



This panoramic shot of 112 of our efficient State Highway Patrolmen and their patrol cars emphasizes the State's 1955 Slow Down and Live Campaign. The big push for safer roads during the heavy summer travel season extends through Labor Day. Last year's Slow Down and Live campaign credited with saving 50 lives according to the Department Motor Vehicles.

So, take it easy, SLOW DOWN AND LIVE.

Driveway Entrance Standards Adopted

A new booklet giving the "Minimum Standards for Entrances to Highways from Commercial Establishments" was recently approved by the Highway Commission and 5,000 copies are now being printed for free distribution. The new standards supersede similar but stricter ones adopted in 1951, and apply only to new construction. However, the revised standards are more liberal than the previous ones and all property owners should be able to comply with them with little interference in their normal operations.

The purpose of the new booklet is to provide design standards so that traffic may move orderly and safely out of private properties with a minimum interference to through highway traffic. Any property-owner wishing to construct a driveway connecting with a State Highway must apply to the District Engineer for an Access Permit since any work on the highway right of way must be approved by the Highway Commission.

Safer Highways

The booklet is an effort to make the State's highways safer and freer from hazards by preventing construction of any driveway directly into an intersection where there are already many conflict points. Rather, the booklet explains, any new driveway must be built so that it turns traffic into the main traffic stream or into a side street. By preventing paving the entire frontage of adjacent property, the Commission hopes to eliminate parking immediately adjacent to the highway.

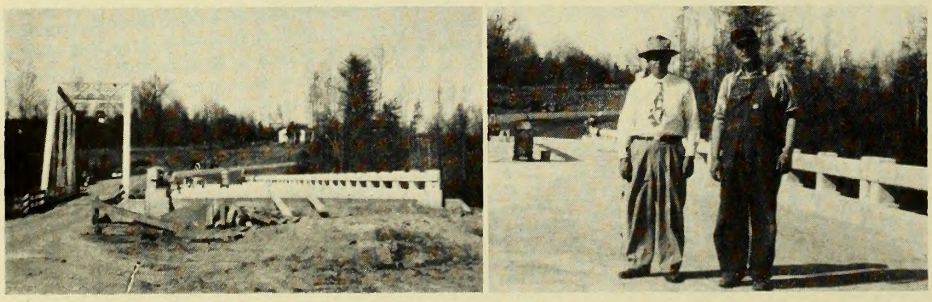
Four easily-understood sketches show typical entrances to a rural service st tion with a narrow right of way, a de right of way, no sight distance area, a sight distance area reserved. Three oth sketches show the design for an entran to a dual highway serving only one dire tion of traffic, to a rural commerci establishment with parking in front, a to an urban service station. The last t drawings show the radii connection wi a pavement and a cross section givi slope and drainage requirements.

Reduce Hazards

Traffic Engineer Robert Burch, who department worked out the design for t driveway entrances, thinks the new d sign standards should give reasonab control of the paths of vehicles enteri and leaving the highway as well reduce hazards from the indiscrimina use of highway right of way throu encroachment. The booklet provides maximum practical sight distance, esp cially at intersections and assures u form and impartial consideration of a requests for access from adjoining pro erty owners. Pedestrians should be safe

Design standards, of necessity, mu be flexible to meet the variables of ser ing the adjacent property as well as pr tecting through traffic from side ha ards. The booklet clearly spells out mi mum driveway widths, angle of ent and exit, radii, property frontage, cha nelization, setbacks, intersection clea ances, and depth of right of way.

The illustrative sketches were made b W. A. Ward and Robert Dodge of th Traffic Engineering Department.



Old and new bridges over Indian Creek on a county road in Lincoln County are shown above. New two-way bridge which replaces narrow one-way bridge, on left, was built by bridge maintenance forces. Maintenance Supervisor W. B. Wellom, in white shirt, helped in building the bridge while Clyde R. McCree was Bridge Foreman on the work.



C. W. Snell, Jr., was recently named District Engineer for District One at Washington. He fills a position in the Second Division left vacant by the untimely death of H. H. Wesley. Snell's former work as Office Engineer was assumed by Fred Edwards, Jr., who had been on Construction.

Snell is the son of Charles W. and the late Eva Snell of Columbia, N. C. He graduated from Wake Forest in 1947 with a B.S. degree in mathematics and physics. During World War II, he had 18 months experience building roads in the Pacific area while in the Marine Corps.

His highway service dates from June, 1947 when he worked on construction at Washington and Aurora. For three years he was office engineer at Greenville. Then he went on military leave for 18 months, again with the Marines.

Since then he has worked as office engineer and on jobs in the Greenville and Washington areas.

Courtesy Praised

W. J. Pettigrew, a highway inspector, has proved that patience and tact pay off in turning resentment into respect. His diplomatic dealings with some of the property-owners during the recent dual-laning of US 70 between Raleigh and Durham inspired the following letter to Chief Engineer W. H. Rogers, Jr.:

"Do you know what the position of the property-owners along the new four-lane highway between Circle Drive and St. Mary's Street was when the stake driving and bulldozers began tearing up their front lawns? We all became furious but we now are all in a fine humor due to the untiring efforts and great patience of the man you placed in charge of this work—Mr. W. J. Pettigrew. This man has been harassed almost to the point of insult, yet he now has won the admiration of all who know him. We the property-owners write you this letter of commendation for Mr. W. J. Pettigrew and inform you what a valuable man you have in charge of this work." The letter was signed by 22 property-owners.

Rogers commented that in his long years of highway experience it was one of the few cases where the public took time to express their "thank you" for a job well-done. He told Pettigrew that it" will be a source of much gratification to you to learn that your efforts have not been in vain and that the people on this street have taken time out to indicate their appreciation of the manner in which you handled this work by writing this resolution.

"It is always our desire for the employees of the Highway Commission to conduct themselves in such a way as to create the confidence and respect of the people for whom they work. The manner in which you have handled this job is a source of satisfaction and much pleasure and I want to express my appreciation to you for the patience and courtesy you have exhibited at all times on this job."

Good Listener

What was his secret in winning over the angry and antagonistic property-owners? He says that since most of the husbands left it up to their wives to register complaints about the street widening, he was usually confronted by the ladies. He did make it a cardinal rule to always be on the construction site and readily available for any complaints the ladies might make. Then, too, he'd hear them out and then as calmly and diplomatically as possible explain that the construction was not going to damage their property. He recalls there was one lady-property-owner who always claimed the highway was being widened on her land. For several mornings, she'd be waiting for Pettigrew to come on the job. To prove that the construction was being done within the specified 62 feet of right of way and not on her property, he'd let her hold one end of the measuring tape and he'd hold the other end from the centerline. Then, together they'd measure. But he gives credit for tactfully handling the ladies' complaints to his past experience. "With four women in my family, I'm bound to have learned something about getting along with women."



W. J. PETTIGREW

Pettigrew has over 16 years experience with the State Highway Commission. He has also worked with W. T. Hadlow, a contractor; with the Louisiana State Highway Department; with the F.W.A.; and with the Bureau of Yards and Docks in Norfolk.

Born 54 years ago, in Jackson, Georgia, Pettigrew graduated from the Jackson High School. He studied engineering at Georgia Tech. till 1919. In 1936, he was married to Edna Baum. They live in Wake Forest and have three teen-aged daughters: Anne, Jane and Nancy. They are Episcopalians.

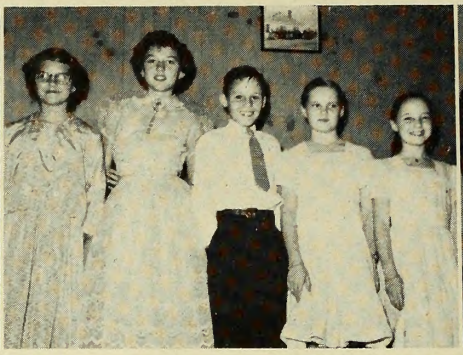


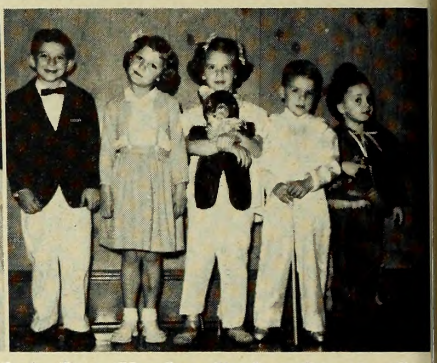
Resident Engineer Joe Cutchin and Hookie Jenkins examine an expansion joint on a skew of the bridge over Avondale Avenue in the relocation of US 70 around Durham. The interlocking teeth of the joint allow for its expansion and contraction. Cutchin is in charge of paving the Durham bypass. Jenkins is Asssitant Division Engineer of the Fifth.

N.C.S.H.E.A. Association News

Vol. 5 Edition 7 July, 19







When the Pitt Chapter of the NCSHEA held their quarterly meeting Friday, June 3, in the division highway garage at Greenville, it was Children's Night since they entertained the group with singing and dancing. The little tronpers gave a fine performance, too. The young stars are pictured above, from left, (back row) Bill Manning, Shady Clark and Lloyd Adams, guitarists; and front row, from left, Jasper Boyd, Jr., Lonise Dennis, and Ronnie Boyd. Second pictnre, from left, see Kathryn Boyd, Lois Jane Hardee, Berkey Dennis, Car and Jean Briley. And the littlest folks, from left, in third pi ture, are Wayne Hardee, Sylvia Dennis, Boots Askew, Ca Abee, III, and Leland Briley, Jr., who sang "Davy Crockett Many of the children are sons and daughters of highw folks in the Second. Anne Askew did her usual good job m.c.'ing the program. Two former presidents, Merle Adki of Durham and Fred Biggerstaff of Gastonia, were preser

ANNUAL UNIT MEETINGS NOW GOING ON over the State for election of officers of each Unit and Delegates to the October Convention at Winston-Salem. The dates set for the various Units were as follows: (west to east) No. 14, 6-29; No. 13, 7-1; No. 12, 7-6; No. 11, 7-8; No. 10, 7-9; No. 9, 7-11; No. 8, 7-13; No. 7, 7-15; No. 6, 7-20; No. 5, 7-22; No. 4, 7-25; No. 3, 7-27; No. 2, 7-29; No. 1, 8-3; No. 15, 8-5.

RETIREMENT REFERENDUM DATE set for October 26, the date on which the vote will be taken on coordination of Social Security with our State Retirement System. Details on method of voting and tabulation will be announced at a later date. It must be remembered that a majority of the eligible members of the Retirement System must vote in favor of coordination, or it fails. Your Secretary has compiled facts and figures, questions and answers in a printed handbook which is being distributed at the Unit Meetings, and it is hoped that careful scrutiny of these will answer most of the problems presented by individuals, and that the information contained therein will give each member a better picture of the proposal.

NEW INSURANCE PROPOSALS for the next contract year have been approved by Insurance Committee of the Association after meeting with officials of the Connecticut General Life Insurance Company and Mr. Witherspoon. Following the recent verbal poll among the members on proposed changes in hospital room allowances, was decided to have another poll taken and offer only two proposals (based on the previous vote indication), this to be either an increase to $7.50 per day, or no change in the present $5 allowance. It should be understood that a change to $7.50 per day will also increase the hospital extras up to $112.50 instead of the present $75 maximum and that dependent maternity allowance would be increased to $75, whereas it is only $50 in the present contract. Employee maternity would be up to 14 days plus the increased extras up to $112.50, whereas it is now up to 14 days plus only a maximum of $75 extras. There would be no change in surgical benefits, and the new increased cost for the employee would be only 37c per month, and new increased cost for employee with family members would be only $1.32 per month. In addition to room allowance increases, it is proposed to add certain new life groups. Under this proposal, salaries from $3000 to $3500 annually would carry $3500 life; salaries from $3500 to $4000 would carry $4000 life; salaries from $4000 to $4500 would carry $4500 life, and salaries above $4500 would carry $5000 life.

It should be remembered by all that careful consideration is given to any changes in our insurance contract; we must protect the present carriers and those retired or contemplating retirement; we must not do anything that will lower our standards or might have an ill effect on the policy contract each year. Every change is approved by our actuaries and consideration is given in every respect to the majority of our members and their ability to pay, as well as what is thought they would desire in increased insurance benefits. These proposals are not something that is made up and presented by the company, but something presented to us at the reque of the Association for facts and figur on such changes, and your committ never jumps hastily to conclusions, b only agrees to changes when it is prov to be safe and sound.

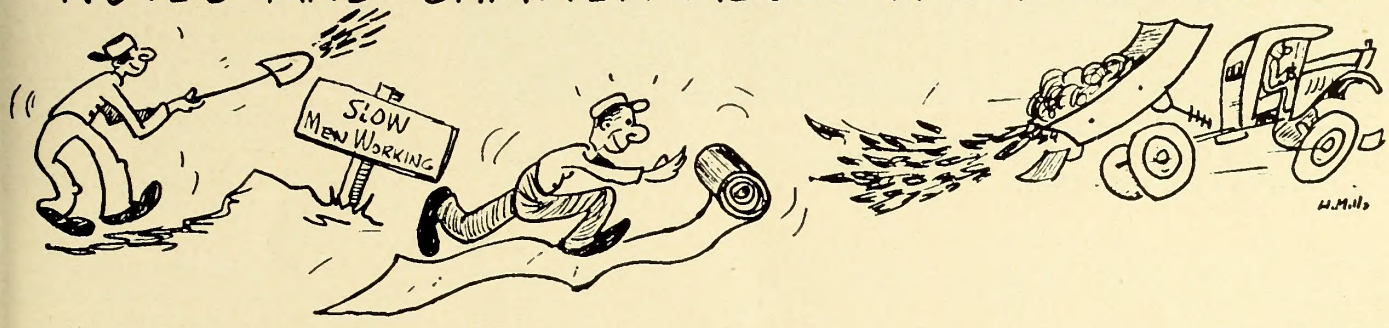
THE THANKS OF ALL HIGHWA EMPLOYEES go to Merle Adkins, Wit ers Davis as Co-Chairmen, all the me bers of the Legislative Committee a the smaller Sub-Committee, for their u tiring work in our behalf during the 19 General Assembly. All committee me bers really went to work for our beha during the long and tedious session, a in particular those members of the su committee put in a great deal of the spare time in behalf of holding our gai It is firmly believed that without t work of the entire Association, and t efforts of these special men, we wou not have held the gains we had ma over the years. Our hats are off to tho on the entire committee, and our especi thanks to those on the sub-committee Adkins, Davis, Earl Crump, M. S. Hodg and It. B. Fitzgerald.

MEMBERSHIPS ARE RENEWABL now—let's make it a 100% organizatio You need the Association, and it nee you. Be one of the majority, not one the minority who hang back and let som body else do your work for you. T Association's value has been proven de nitely, and you must admit that witho it your gains would have been tak away from you—united we stand a continue to make progress; divided, v fall as individuals. LET'S GO!!

Otis Banks, Secretary

TAR WHEELS

NOTES AND CHATTER ABOUT HIGHWAY PEOPLE



HEADQUARTERS

CHIEF ENGINEER *Bill Rogers* and is wife, Mary, celebrated their 34th edding anniversary, June 1 . . . The ame day *Graham Egerton* of the Bi-minous Department celebrated his 34th ork anniversary with the Highway ommission.

MISS INA FERRELL'S many friends ill be glad to know she is back on the b after a brief stay in Rex Hospital r a check-up.

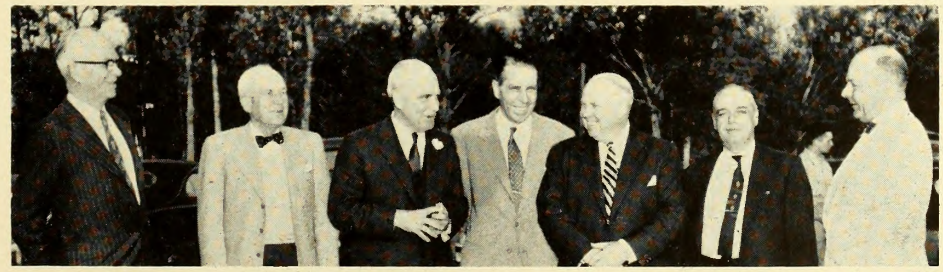
FROM BRIDGE MAINTENANCE . . . *uck Taylor* started on his 36th year of ntinuous highway service, July 1 . . . *ee Travis* is ill in the hospital at hoskie . . . *J. J. Taylor* who worked with ie Commission for many years before is recent retirement died at his home in reedmoor, June 18 . . . *Ralph Carroll* was the Veterans Hospital in Durham . . . *'orth Sanderford*, an electrician with the epartment, was in the Rex Hospital . . . . *G. Pierce*, *Jess Markham's* right-hand an, is recuperating at home from a re-nt hospitalization . . . *K. R. Scott* of reensboro recently drove to Florida and ack in a week-end to bring his wife ome from a visit . . . *F. S. Yount* has een to Southport for his annual fishing ip with his brothers . . . *Joe Hayes* is ack on the job in Montgomery County; e had been out several months with a roken back and leg . . . *J. G. Twiford* of oint Harbor reports a pleasant ten-day ip to Florida . . . *Charlie Biggs* passed ut fresh fish after a recent week-end shing jaunt.

MARY STUART ALLEN of the Safety epartment took a few days off recently move into a new apartment.

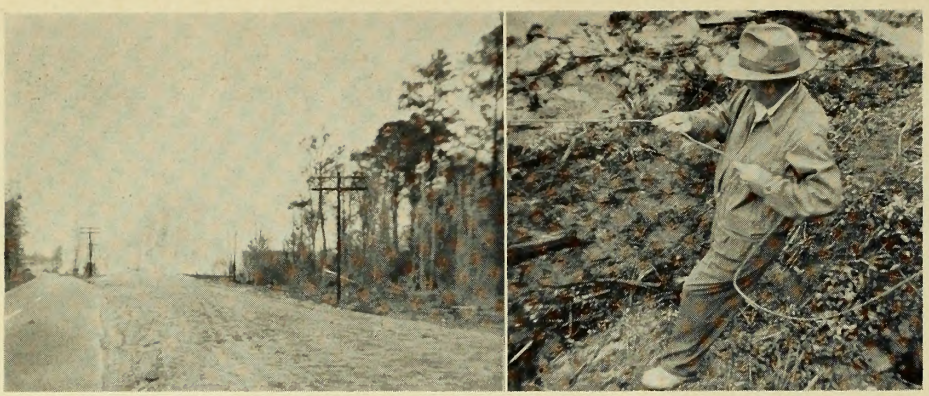
FROM THE BRIDGE . . . State Bridge ngineer *T. B. Gunter, Jr.*, and Bridge esign Engineer *George Parkin* attended the regional meeting of the Bridge Committee of the American Association of State Highway Officials in Birmingham, Alabama, June 16-17 . . . Welcome to two new employees in the drafting room: *Joseph Georgis* and *Robert V. Cawthorn, Jr.* . . . Best wishes to *Luther Williams* of the Structure Survey Division who was married to Frances Bone of Raleigh, May 14 . . . Congratulations to *Bill Wilson* who married Frances Andrews of Raleigh, July 2 . . . *Worth Bailey* passed out cigars and candy June 3, the day his second child and first daughter, Roxie Ann Beth, was born to his wife, Cora . . . Congratulations to *J. J. Powell* who has now joined the ranks of grandfathers; his daughter, Mrs. Elton Adams, Jr., of Charleston, S. C., became the mother of a girl, May 6 . . .Sympathy goes to *George Parkin* in the death of his father, Harry M. Parkin of Beaufort, May 22; and to *A. S. Furtado* in the death of his father at his home in New Bedford, Mass., June 2 . . . Get well wishes go to *Joe Baldwin* of the Structure Survey Division who has been on the sick list . . . *C. B. Patton, Jr.*, is back on the job after an operation several weeks ago . . . *Austin Bridgforth, III*, has resigned to work with the City of Danville, Va. . . . Several young men are working in the Bridge Department during the summer months: *Peter Hoadley* and *Bill Wilson* in the Structure Survey Division; *George Middleton, Everette E. Beam, Charles E. Davis, Troy A. Doby, Andrew F. McRorie*, and *James W. Oliver* in the drafting room.

FROM PRISON Headquarters . . . *W. L. Fleming* has moved his family into their new home at 3358 Alamance Drive in Raleigh . . . *Glenn M. Swicegood* and his family have moved from Wilson to their Raleigh home at 2008 Van Dyke Avenue . . . *Mrs. Margaret Pollock* spent several days in Washington, D. C., with her daughter, Dr. Martha Ray Lumpkin . . . *Mrs. Dorothy Starling* vacationed at Atlantic Beach . . . *Carson Annis* has resigned as the assistant classifier of fingerprints; he's working in his home town of Hickory.

WITH ROADBUILDING in full swing during the summer months, many men have been employed temporarily . . . The following men have been employed as Engineering Aides on new construction: *Jackie Paul Crumpler, John C. Dempsey, William F. Bailey, Jr., Charles H. Barnes, Daniel G. Fowler, William H. Hummel,*



Governor Luther Hodges was among the distinguished guests when Aberdeen had its annual shad bake this spring. He's pictured above with six of our Highway Commissioners. From left, that's C. A. Hasty, Emmet Robinson, the Governor, J. Van Lindley, Forrest Lockey, Emmett Winslow, and J. A. Hardison.



Twenty-one cases of dynamite had just gone off to blast a channel for the new bridge at Town Creek on NC 130. Resident Engineer W. C. Cooper of Wilmington was pulling on a line of dynamite.

Harold O. Long, Jr., Edward T. Pullman, Robert D. Thornton, Layton H. Gunter, Jr., Charles A. Jarmon, Tyree S. Lindley, Chilton R. Jones, Jr., Alexander S. Byrne, Clarence Virgil Roberts, George Marshall Colton, and *James F. Morton.*

THE LOCATION Department has employed the following men for the summer as Engineering Aides: *Otis Gordon Banks, John Thompson Brown, Jr., James Maston Chambers, Jr., Richard Clarke Current, Edward Claude Darden, II, Beverly W. Durham, Thomas E. Farrell, Louis P. Hornthal, Jr., John Alfred Jones, Jr., William E. Kestler, Jr., Bradley M. Norton, Thomas N. Park, Jr., Heath L. Pemberton, Jasper L. Phillips, Jr., William O. Suiter, William O. Sutton, Winfield S. Swindell, Herman W. Taylor, Jr., Raymond S. Wicker, Jr., Jack R. Williams, Otis J. Campbell, Leonidas John Jones, Walter Guy Mendenhall, Jr., William M. Palmer,* and *John R. Williams.*

SUMMERTIME draftsmen include *Issac J. Forehand, Walton J. Page, James W. Oliver.*

LEGAL LIGHTS . . . *Virginia Lyon,* secretary to Chief Legal Counsel Brookes Peters, is back on the job after six fabulous weeks in Europe . . . *Willys Hooper* has resigned to go into private law practice in Thomasville . . . He has been replaced by *Harrison Lewis* of Asheville who is a '54 graduate of the Carolina Law School . . . *Lewis'* wife just graduated herself from college; they have a baby daughter who was born recently . . . *Alice Gorham* vacationed the third week in June.

FROM THE LABORATORY . . . Temporary employees include *Raoul Maynard, Townsend Holt, Glen J. Adcock, Luther Grainger,* and *John Horton* . . . *Mr.* and *Mrs. Frank E. Waller* announce the birth of a son, Frank, Jr., June 15 . . . *Fred Waller* spent two weeks in the Air Force Reserve training at Ft. Bragg . . . In the Soils Lab, *Isaac Bartlett,* a former employee, has returned on a permanent basis . . . *Dick Baker* has transferred from the concrete lab to the soils lab . . . *Creighton Stevens* is a new employee . . . *Alma Perdue* spent the week of the Fourth at Wrightsville Beach . . . *Sam Thomas* spent a recent week in the western part of the State.

HIGHWAY PURCHASING . . . In June, *Louise Shepherd* spent two weeks visiting in Knoxville, Tennessee; Kane, Pennsylvania; and Niagara Falls, New York . . . *Reapa McDaniel* spent a week in Myrtle Beach . . . *Jim Potter's* son, Eric, recently graduated with honors from Duke . . . *Chris Champion* spent a week at Kennell' Beach.

FROM STATISTICS . . . *Guy Farme* took his family to Virginia Beach for week . . . *Walter Wiley* and wife spent week at Nag's Head . . . *Roy Cooke* an his family went to Carolina Beach for week . . . *W. S. Butler,* traffic recorder i Hertford, was married April 30 . . Frances and *Charles Townsend* announc the birth of their first son, Charles Ra Townsend, III, May 25 . . . *Alfred Gonzalez'* tiny son, Tony, is recoverin from burns received when he turned th coffee pot over on himself.

BECKY GRIFFIN came by the build with her new son, Gregory Lynn Griffi

ON LOCATION . . . *George A. McKinle* was in Rex Hospital for an operation . . *"Uncle Bim" Sawyer* is back from week's vacation to parts unknown . . . *E eanore Buchmann* and her daughter, Ai gelica, are back from a jaunt to th mountains . . . *Melba Collins,* a temporar employee, has returned to her houskeei ing . . . *Eddie Seagroves* and wife spent week in Tennessee . . . *S. C. Gresham* ha transferred from Durham to Constructio work in Charlotte.

W. A. WARD of Traffic Engineering De partment announces the birth of a daugh ter, Kathy Jane, June 14, to his wife Katherine; they already have two youn sons.

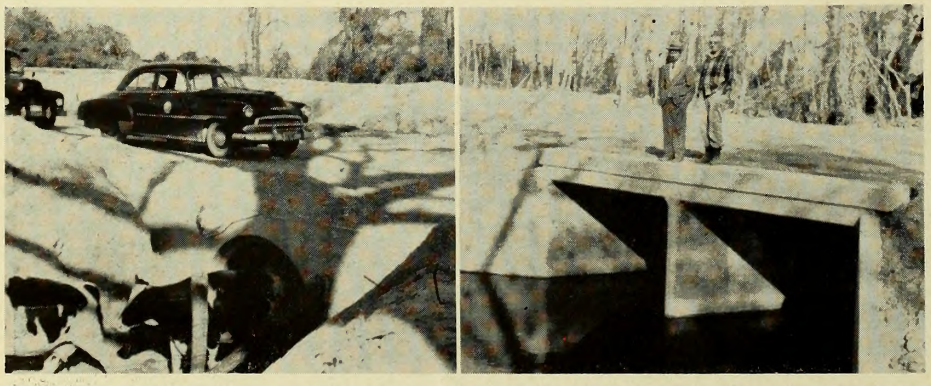
FROM PERSONNEL . . . *Sarah* an *Earl Crump* have returned from a visit i Detroit . . . *Megan Goodwin, Betsy Lloy* and *Sarah Crawford* are working tem porarily for the summer . . . *Sarah* re places *Bonnie Broadwell* who has gone o maternity leave . . . *Dot Medlin* report that her mother, brother and she caugh over 150 pounds of fish recently at More head.

B. W. DAVIS' daughter, Peggy, wa married May 28, to Tom Winston . . . Th young couple have gone to Beirut Lebanon, where he'll do editorial work

J. E. HENDERSON took several day off to relax at home.

EQUIPMENT NEWS . . . *Nancy Crump Ginger Hester,* and *Mary Ann Barham* ar working for the summer on the annua inventory . . . *Lydia Kornegay* took a week off to visit her sick grandmother i Goldsboro . . . *Lloyd Young* spent a week in the mountains and attended a family reunion in Cherokee . . . *Myrtle Wal* vacationed the week of the Fourth . . *Frances* and *Sam Stephenson* will spend a week at Carolina Beach . . . *Mary Jan* and *Charlie Harris* plan to stay at Nag's Head for a week.

FROM ACCOUNTING . . . *Sherril Montgomery* spent a week at Wrightsville Beach in June . . . *Nelle Brown* sunned

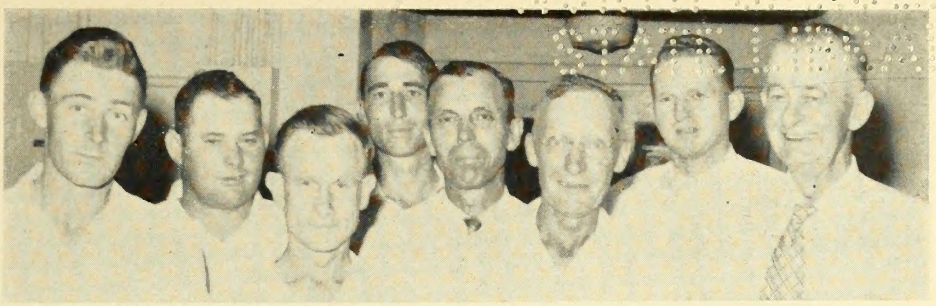


There are three cattle underpasses on the Laurinburg bypass. Resident Engineer R. G. Southall and R. G. Shepherd, Inspector III, stand on a double culvert on the job.

erself for a week at Virginia Beach . . . *reda Webb* took time off to be with her wo-year-old niece, Blanche Webb, when ie came for a visit from Danville, Va. . . *Ruth Boone* and *Becky Holden* each ook a week off in June . . . *Clayton High* ent several days with friends in Prince-n, New Jersey . . . *Mary Wilkinson's* ther has been sick in Rex Hospital . . . *axine Rodgers* has recovered from the hooping cough.

DON FREEMAN, squad leader in the oadway drafting room, has resigned ter more than five years of highway ork to go with a construction firm.

FROM ROADWAY . . . *Charles* and *artha Enscore* spent a week's vacation Myrtle Beach . . . *Joe Taylor* has re-gned after 30 years to accept a position Goldsboro . . . The following men have en employed for the summer: *Wyatt ell, Robert G. Johnson, Jr., William Wil-s, William Jackson, Claude Whitfield, arry Epps, George Jivatode, James avis, William V. Young, Jr., Herman rumpler, David Bissette, Dale Mills*, and *a Pearce.*



When the Granville Chapter of the NCSHEA met recently in Oxford, Senior Bridge Foreman W. F. Burgess lined his men up for a picture. First row, from left, that's W. T. Howell, R. J. Wilson, Jr., J. L. Hart, and Burgess. Second row, from left, see W. D. Shearin, Jr. (Junior Bridge Foreman), Sam Grissom, M. L. Boyd, and County Commissioner Red Cox. The men have just started work on their new bridge yard.

DIVISION TWO

JASPER L. PHILLIPS
Division Correspondent

CONGRATULATIONS to those receiv-g service emblems: *F. L. Joyner, T. L. utton* and *Eugene Wood* for five years; *L. Briley, O. S. Denby, L. L. Linton*, and *P. Sanders* for ten years; and *A. W. umrell* and *S. D. Whaley* for 15 years.

THE MISS AND MRS. Highway As-ciation of 1955 Contest has created wide interest in the Pitt Chapter . . . Committeemen *Lloyd Wilson, H. L. Briley* and *J. C. Boyd* are working hard on the new venture . . . New Pitt Chapter officers are *G. A. Taylor*, Chairman; *J. D. Parker*, Vice-chairman; and *L. L. Bishop*, Secretary-Treasurer.

MR. AND MRS. *Bob F. Jones* announce the birth of a son, Jacky Sherman Jones, June 11, at Kafer Memorial Hospital in New Bern; the father is a section foreman helper with Maintenance in New Bern; the mother is the former Lillie Mae Elliott of High Point.

MRS. W. L. MELVILLE has just returned home from St. Luke's Hospital in New Bern after an operation; her husband is with Construction in New Bern.

JESSE GRAHAM, Section Foreman at Newport, has returned from the Veterans' Hospital in Durham.

IT'S GOOD to have *Vance R. Barnett*, mechanic at New Bern equipment shop, back on the job after an extended illness.

WELCOME to the new employees: *Alton Ray Sumrell* at the Division Garage and *Donald Stobbs* at Kinston.

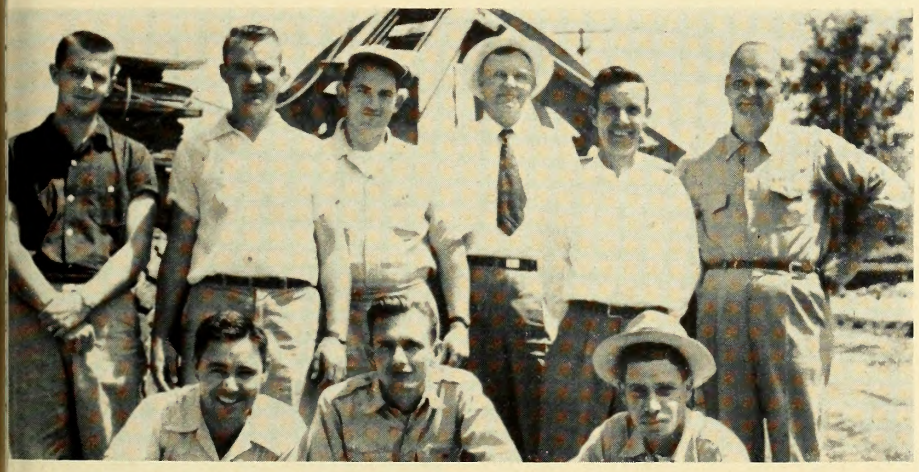
HARVEY E. HARDEE has resigned from his work at Kinston to resume studies at State College.

VACATIONS . . . *Hazel Baker*, steno-clerk in division office, spent a few days in Virginia . . . *J. G. Gibbs* of Right of Way attended the Polk County Centennial in May and visited his parents at Mill Spring . . . *Mrs. Eleanor Taylor*, secretary in Right of Way, spent Mother's Day week-end with her parents in Rocking-ham . . . *E. L. Tripp and family visited* many points of interest in Florida while vacationing with his wife's people in Jasper, Florida.

REGRETS to *G. C. Phillips*, mechanic, in the loss of a finger while on duty at the division garage.

MRS. J. L. BRILEY'S son, Charles Spencer Brown, has moved his family from New Haven, Connecticut, to Green-ville where they will make their home.

SYMPATHY to *Charlie Snell, Jr.*, Dis-trict Engineer at Washington, in the death of his sister, Mrs. E. C. Etheridge in June.



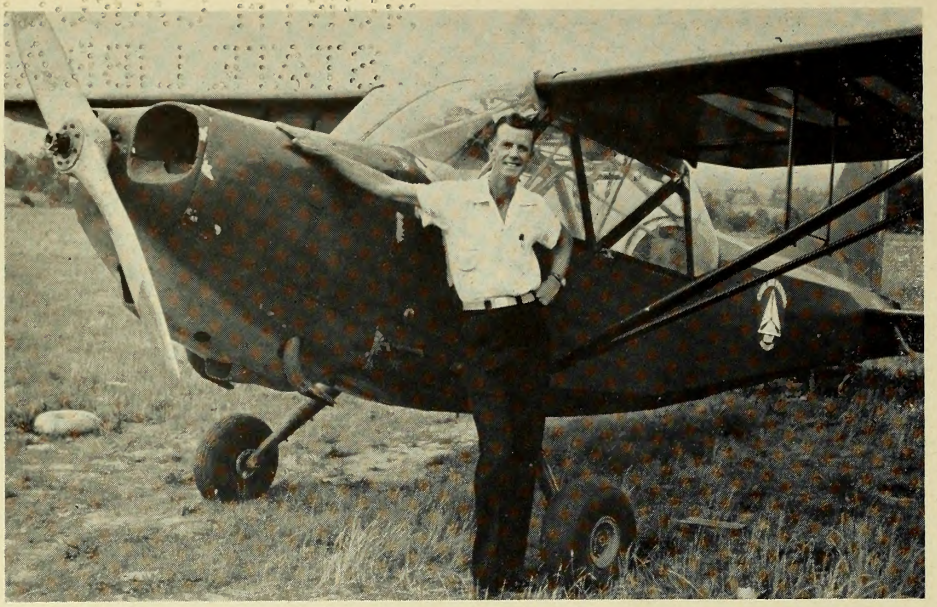
Geddie B. Strickland's hardworking construction party is directing the widening US 74 through Wadesboro. First row, from left, that's William D. Gaddy, ngineering Aide I; Robert F. Austin, Engineering Aide II; and A. L. Gray, High-ay Engineer I.

Second row, from left, see Howze M. Hardison, Engineering Aide I; John W. itchum, Highway Inspector I; Richard J. Russell, Highway Inspector I; J. G. right, Assistant Division Engineer of the Tenth Division; Walter H. Manley, Jr., ighway Engineer II; and Strickland, Highway Engineer IV.

DIVISION THREE

IRENE L. WORLEY
Division Correspondent

MEMBERS of the New Hanover Chap-ter of the NCSHEA met in the highway shop, April 29, and elected the following officers: *Clyde Joyner*, Chairman; *W. V. Coley*, Vice-chairman; and *C. W. Sutton*, Secretary-Treasurer . . . Delegates were elected to Unit Three Meeting: *J. R. Lane, D. W. Stewart, Graham English, A. B. Whitfield, O. D. Sykes, W. E. Har-rington, J. R. Naylor, John Barber*, and *L. R. Merritt . . . A. H. Griffith, Jr.*, and



Obie Irvin, Guard at the Shelby Prison Camp, recently participated in a Statewide search for a mock airplane crash. Out of the 52 pilots in the search, Obie found the "crash." He's a C.A.A. pilot and trainer for the Civil Air Patrol for the Shelby Squadron. Irvin is a member of the N.A.A.

A. K. Mallard were elected alternates . . . The group had a delicious fried chicken supper.

WELCOME to the new employees: *Delmar A. McGowan*, *T. D. King*, and *Sylvester Honeycutt, Jr.*, all Engineering Aides in Construction . . . New maintenance employees include *J. V. Horne*, motor grader operator, and *A. L. Seymour*, truck driver in the Sign Department.

WE ARE GLAD to have *O. R. Brinson, Jr.*, back after being sick for some time . . . Others on the sick list include *C. E. McCullen*, Engineering Aide in Sampson, and Resident Engineer *W. C. Cooper* of Wilmington . . . *B. G. Harvell* has been sick, but he's recovered now.



Highway Chairman and Mrs. A. H. Graham were snapped with their oldest grandson, A. H. (Sandy) Graham, III, of Durham the day he came by the Raleigh office for a brief visit.

SYMPATHY to P. T. Simmons in the death of his father . . . And to *I. R. Caison* in the death of his mother.

NEW FACES . . . *Mr.* and *Mrs. Charles W. McLamb, Jr.*, announce the birth of a son, April 15; the father is a Section Foreman in District Two . . . Road Maintenance Supervisor *T. T. Carroll* and his wife, Irene, of Clinton, are the proud grandparents of a grandson who was born May 16 in Atlanta; the child, William Nicholson Ainsworth, IV, is the great grandson of Bishop W. N. Ainsworth.

DOROTHY WOOTEN, daughter of Supervisory Foreman *Henry Talmage Wooten* of Clinton, was married to Robert Earle Julian of Norfolk. Va., June 5 . . . The bride just graduated with a B.S. in primary education from E.C.C. while the groom earned his B. S. in mathematics.

E. G. TURLINGTON, Highway Engineer II of Sampson County, took in the recent Shrine festivities in Raleigh.

BOBBY INGRAM, son of Resident Engineer *W. M. Ingram*, is home after a four-year tour in the Navy . . . Bobby is working on Construction in Jacksonville; he'll enter State College School of Design this fall.

WEDDING ANNIVERSARIES . . . On June 12, *W. C. Cooper* observed his 29th while *J. D. LeGwin* celebrated his 28th.

C. T. PRESTON, Engineering Aide II at Wilmington, took a two-week cruise with the Naval Reserves from Charleston to Boston in June.

DAVID WELLS, son of Mr. and Mrs. *E. F. Wells*, received a first prize of $15 in the Service Men's Memorial Contest at Taylor University, Upland, Indiana, for his essay, "Oh a Biased View of th Sexes" . . . E. F. Wells is a Highway In spector II . . . David is an English majo preparing for educational and linguisti mission work . . . This summer he's con nected with an architectural firm i Atlanta.

DIVISION FOUR

WADE H. PRIDGEN
Division Correspondent

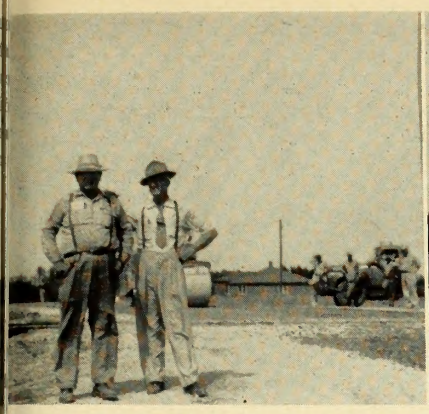
THE NASH Chapter of the NCSHE held a Ladies Night at the Nashvill maintenance building, June 17 . . . Barb cue was served, afterwards service pin were awarded . . . District Engineer *F. M Edgerton* with *Z. H. Williams* acting a judge conducted a quiz program: "Wive do you know your husband's business? and "Husbands, do you know your wife business?" . . . The quiz brought out ho little each knows of the other's work . . It was generally agreed that both hu bands and wives should be more attentiv to the other's conversation . . . Specia guests were the Nash County highwa patrolmen and Sheriff Glenn Womble an his Deputy, Fred Wood . . . The followin new officers were elected: *M. P. Youn* Chairman; *J. V. Kemp*, Vice-chairman and *Pat Abernethy*, Secretary-treasurer.

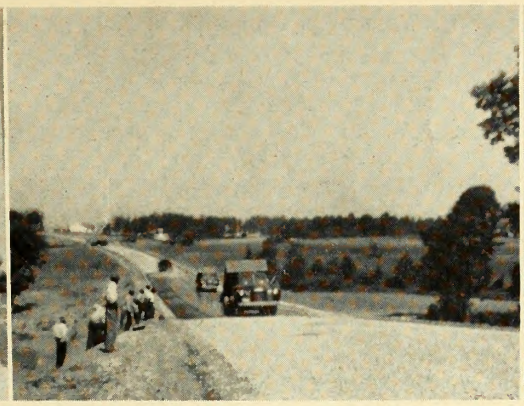
THE WILSON Chapter of the NCSHE met at the division shop, June 6, an elected the following new officers: *Tom Wilkins*, Chairman; *Woodrow Grice*, Vic chairman; and *Nancy Boykin*, Secretary treasurer.

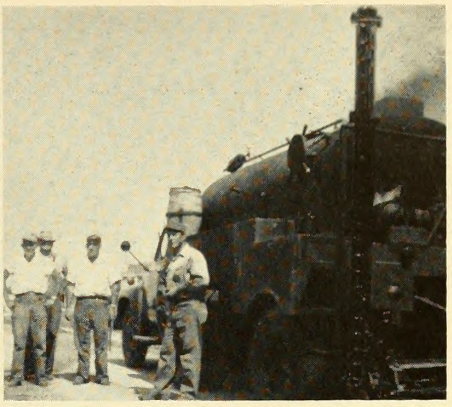
CONGRATULATIONS to *R. P. Murph* on his marriage to Virgie Denton Selma in Dillon, S. C., June 4 . . . And t *Swain Loy* of Construction on his planne marriage to Betty Lou Robinson of Ro noke Rapids, August 6.



Friendly Pam Connelly resigned re cently after more than four years as secretary in the Bridge Maintenanc Department in Raleigh. She left to joi her husband, Joe, who just finishe State College and is working in Virginia







Road Oil forces recently surfaced NC 150 in the bypass ound Mooresville. Left picture shows Road Oil Foreman H. Curtis and Maintenance Supervisor P. J. Corpening. aintenance forces of District Two in Division Twelve did the grading on the bypass while the Road Oil Department did the surfacing. Four of the crew are pictnred at right. That's Everett King, Will Stamey, Dewey Welborn and Duron Bridges.

SERVICE awards were recently pre-nted to the following men for their rk with the Commission: *W. L. Kemp*, years; *F. M. Rackley, J. V. Kemp*, and *nest Lamm*, 20 years; *J. D. Meadows* d *J. L. Womble*, 15 years; *Luther Ayers*, *ton A. Fulghum, Marvin Garris, C. P. oss, T. M. Moss, L. W. Perry, C. B. ylor* and *John Williams* for ten years; *rvise Bryant, L. E. Cook, Marvin Owens, oss Rackley* and *Wiley Wood* for five ars . . . Congratulations to each for his ithful public service!

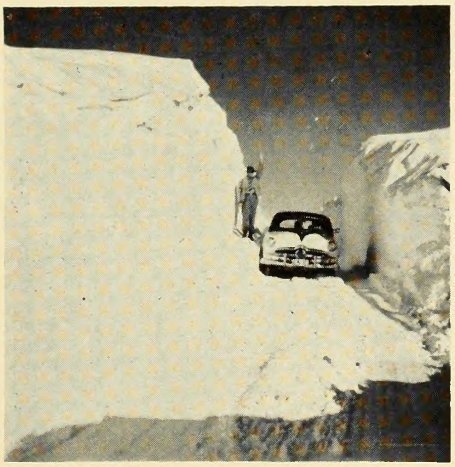
DIVISION Equipment Superintendent *rinkley* motored to New York to see his n receive his Master's Degree from lumbia University . . . On his return p, Brinkley toured New England states.

VACATIONS . . . *L. R. Price*, Road Oil oreman, vacationed in Florida . . . *D. B. cMichael*, Landscape Supervisor, visited South Carolina and Georgia . . . *Mrs. rnice Benton* visited her mother and re-tives in Richmond and Washington . . . *ay Lamm* of Right of Way took a week . . . The *W. M. Mashburns* and their ughter, Clara Ruth, took a ten-day otor tour of western North Carolina; ey visited relatives and friends in nton, Waynesville, Murphy and Chero-e.

WELCOME to the new employees: *eorge W. Chase* of Littleton, *L. M. Nor-lle* of Tarboro, *Irving L. Wooten* of netops, and *Ellis W. Miles* of Roanoke apids who was recently reinstated . . . ew faces in Nash County maintenance long to *Marvin Gardner*, Section Fore-an Helper; *Claude Perry, J. W. Ed-ards, S. P. Joyner, J. D. Viverette*, truck rivers; *Gurley Strickland*, tractor oper-or, and *Vernice Williams*, blacksmith elper.

SYMPATHY goes to the family of *J. B. anning*, Section Foreman in Nash, who ed May 29 . . . He had been with the ommission for almost 24 years . . . Before that, he was with Nash County for almost 12 years.

DISTRICT ENGINEER *C. F. Gore* reports that his son, Carmer T. Gore, has been promoted from Captain to Major and transferred from Kobe to Tokyo, Japan,



Our snow pictures in the March-April issue of ROADWAYS prompted Mr. Thurman D. Sherard, Administrative Engineer of the Wyoming Highway Department in Cheyenne, to send us some pictures of their January blizzard in Wyoming. Above picture gives some idea of the severity of the blizzard. But Mr. Sherard says that "Thanks to our patrol and maintenance men, no lives were lost and all roads were reopened a few hours after the storm subsided."

in the headquarters of the Army Audit Agency.

GEORGE KING of Construction is flashing a shiny new '55 Plymouth.

ED DAVENPORT of Construction was at Fort Bragg for 15 days with the Army Reserves.

ONLY ONE delegation showed up for the last road hearing with Commissioner Emmet Robinson.

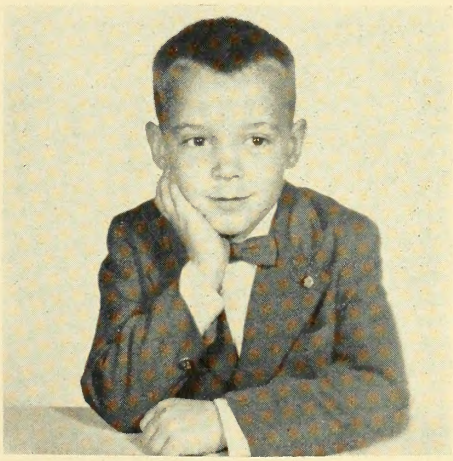
A QUICK recovery is wished *James G. Tant*, temporary road oil truck driver, who was hospitalized briefly . . . *Kelly Neal* and *S. M. Davis* who were also in the hospital.

BACK on the job after recent illnesses are *B. F. "Buddy" Adams* and *R. A. Freuler* who were sick for some time . . . *J. W. "Buck" Nowell* has returned to work after being in the Roanoke Rapids hospital.

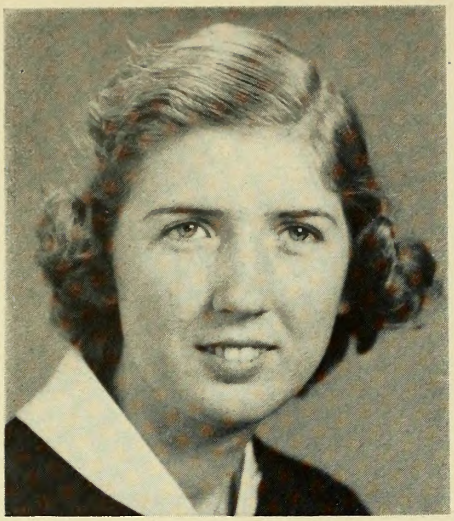
CONGRATULATIONS to *Mr. and Mrs. S. L. Harlow* upon the birth of a son, May 31.

SUCCESS is wished *Clarence Moore*, materials inspector, who resigned to work with a private concern in Washington, D. C.

GET WELL wishes go to *Romp Gupton*, Superintendent of the Franklin County Prison Camp, who has been sick . . . The folks in the Fourth still feel he's one of the family although his camp is now in the Fifth Division.



The thoughtful young man is Donald Ragan, son of Mr. and Mrs. Jake Ragan. His father is a Highway Inspector II with Construction in New Bern.



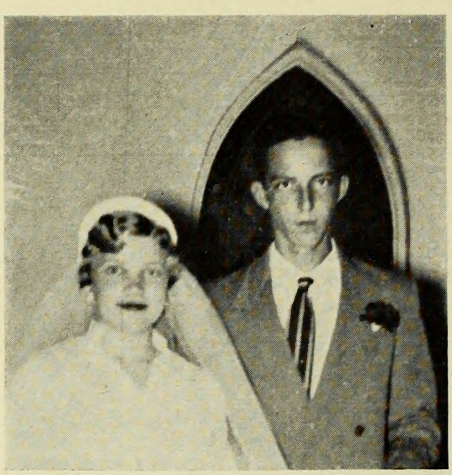
Patricia Hester, daughter of Mr. and Mrs. Marcus Hester, just graduated from the Bladenboro High School, with an outstanding record. She was a member of Beta Club, national honor society; and maintained an "A" average on all her subjects. She also won five medals in Bladen County 4-H Club work on frozen foods, achievement, dairy food demonstration, canning, and girl's record. Although Pat has been offered scholarships from two colleges, she plans to work this summer to help with her expenses in college this fall. Her father is employed with the Highway Commission in Bladen County.

DIVISION FIVE

J. W. JENKINS
Division Correspondent

FROM WAKE COUNTY . . . The NCSHEA met June 3, for a barbecue supper . . . The following new officers were elected: *W. E. Hawkins* of Construction, Chairman; *K. L. Horton* of Construction, Vice-chairman; and *S. B. Coomiss*, Maintenance, Secretary . . . The following men were elected as delegates: *J. P. Brown, L. O. King, C. E. Martin, L. S. Guy, W. G. Smith* of Maintenance; *J. H. Davis*, Signs; *R. L. Bailey*, Mechanics; *A. W. Fowler*, Road Oil; *R. M. Lennon*, Prison; and *C. W. Croom*, Construction . . . *F. D. Holding* and *E. T. Cozart* of Construction were elected alternates . . . *W. L. Batton*, motor grader operator, has a new baby daughter . . . *E. D. Beddingfield*, Powderman, recently moved into his new home . . . *J. H. Beddingfield*, gang foreman, was lucky at catching fish; he and his wife caught 30 pounds recently . . . *P. G. Pearce* invites all highway employees to fish in his new pond . . . *C. J. Perry*, bulldozer operator, is back at work after a brief illness . . . The wife of *S. W. Sykes*, section foreman, is wished a speedy recovery; she's been in the hospital . . . *K. M. Wood*, motor operator, is back on the job after a long illness . . . The following men have enjoyed one-week vacations: *E. J. Barlow, S. B. Caviness, C. L. Cooley, L. S. Guy, J. J. Johnson, J. W. King, C. E. Martin, Nathaniel Perry, C. G. Poole, A. L. Poole, H. S. Tilley, S. Q. Wake, E. G. Walls, E. L. Williams*, and *E. B. Stell* . . . *G. L. Newton* spent a week visiting his new granddaughter in Florida . . . *P. R. Ray* has been at Duke Hospital; *L. L. Barbour* has been at Rex.

FROM FRANKLIN COUNTY . . . *H. W. Beddingfield*, motor operator, took a short vacation recently . . . *F. H. Galloway*, Section Foreman, is ready to start construction on his new house . . . *W. J. Lindsey*, motor grader operator, was sick a week . . . *D. A. Flood*, mechanic, has returned to work after a short illness . . . The NCSHEA met at Bunn, May 27 . . . Pig and chicken barbecue with all the trimmings was served . . . The following officers were elected: Chairman, *P. N. Breedlove;* Vice-Chairman, *D. A. Johnson;* Secretary-Treasurer, *C. B. Alford* . . . Delegates elected are *F. H. Galloway, J. M. Sykes, E. H. Harrison, W. L. Batton, J. A. Bottom, R. L. Goswick, K. L. Brantley* . . . *L. A. Debnam* and *A. L. Privette* were elected alternates . . . Visitors included *Karl Andriessen, J. P. Brown, R. W. Flower, R. P. Dowtin*, and *R. W. Moore.*



Carol Ann Parker was married to Leonard Oliver Spence, June 1, at Southwood Memorial Christian Church. The Newlyweds are at home at 311 West Lenoir Street, Kinston. The bride's father, W. A. Parker, Sr., is the blacksmith at Kinston. He has been with the Commission for many years and is adept at repairing broken machinery.

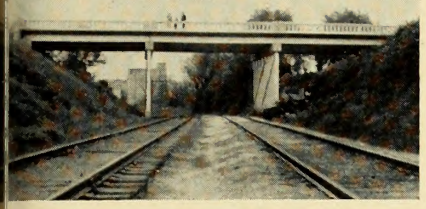
FROM DURHAM COUNTY . . . *B. F. Holsclaw* has been on sick leave . . . *F. G. Sherron* and *R. J. Dixon* are back after being out sick . . . *W. M. Sorrell* spe his vacation at home, painting . . . *L. Lawrence* spent two days at home pai ing his house . . . *W. L. Moore* is ba after a week-long vacation . . . *Corneli Perry* vacationed recently . . . Durha County highway employees had a fish f April 29 . . . The NCSHEA held its a nual meeting in Durham, May 27, at t prison camp; barbecue and brunswi stew were served.

GRANVILLE reports that Road Mai tenance Supervisor *Roy Beard* is doi fine after a recent operation . . . *Willia A. Ellington* is the proud father of a bal girl, Debra Ann, who was born May . . . *J. J. Roberson* is back on the job aft an extended illness . . . Granville Coun employees enjoyed a barbecue and brun wick stew supper, May 20, with about members present; special guests we *Margaret Burk* and *Otis Banks.*

FROM PERSON . . . The NCSHEA he a barbecue supper, April 22, at V.F.W building . . . Otis Banks spoke on soci security . . . Special guests were *Mer Adkins, C. W. Crissman, Roy Beard, Gil Crutcher, Kirk Duncan, J. M. "Mon Webb, H. R. Thacker*, and *B. F. Turn* . . . Representative *B. I. Satterfield* spok on the splendid work of the highway em ployees . . . *R. W. Hamlin* and *R. Holleman* prepared the barbecue . . . R cent vacationists include *R. W. Hamli J. L. Ashby, M. R. Chambers, A. L. Pa ham* and *J. H. Hobgood* . . . *Hamlin* r ports good luck on a fishing trip to Swan boro . . . Sympathy goes to the family Reid Satterfield who was killed in a m torcycle and automobile accident; his f ther, *E. H. Satterfield*, is a retired high way employee . . . *P. B. Carrol* won th prize for the biggest fish caught at Pin Grove Lake; he caught a 2½ lb. carp.



Jim Sellars and Andrew Little are shown on the site of Charlotte's big crosstown boulevard. Little is resident engineer of the work; Sellars is in his construction party.



A fine new overhead bridge to carry nroe Street in Statesville was recent- completed over the Southern Rail- d.

DIVISION SEVEN

P. L. WELCH
Division Correspondent

THE DIVISION Office has just been nted, inside and out . . . It is quite lean, attractive place now the job is ished.

THE NCSHEA in Caswell County had a becue recently.

BARBARA WILSON THOMAS, daugh- of Maintenance Supervisor and Mrs. S. Thomas, graduated from Greensboro nior High this spring . . . Resident En- eer and Mrs. *R. L. Hickerson's* daugh- , Eugenia, also graduated from Sen- High; she received honorable mention her high scholastic record.

ASSISTANT Division Engineer *P. L. lch* and his wife spent the week of ne 13, at Long Beach, fishing and ting.

K. R. SCOTT made a quick motor trip Florida the week-end of June 12, to k up his wife who had been visiting atives.

CONGRATULATIONS to Mr. and Mrs. *ude Porterfield* who have a new addi- n to their family.

S. H. JORDAN of Equipment has been patient at Alamance County Hospital some time, but he is now making a e recovery at home.

VACATIONS . . . *Marshall C. Dailey* d his family recently spent a few days Atlantic Beach . . . District Engineer *H. Gunter* reports an enjoyable trip in e western states where he went sight- ing; he visited Chattanooga, Memphis, shville, Tennessee; Little Rock, Arkan- s; and Springfield, Missouri.

DOUGLAS BROWN, motor operator in ange County, took his family for a ek-long visit with relatives in Georgia.

SYMPATHY is extended to *Winder W. ilson*, Foreman in Orange County, in e recent death of his wife.

THE GUILFORD Chapter of the CSHEA had a fish fry at Camp Burton, ay 27 . . . A delicious meal was served . . . The following new officers were elected: Chairman, *Leo T. Phelps;* Vice-Chairman, *W. W. White;* and Secretary, *G. L. Heath.*

SYMPATHY is extended to the family of *Johnnie Justice Sharp*, 46, of Reidsville, who died April 27, of a heart attack . . . He had lived in the Bethany Community all his life and had been employed by the Highway Commission for the last seven years.

HORACE M. POWELL, Landscape Foreman, was confined to Bowman Gray Hospital in Winston-Salem, during the week of June 13 . . . We're glad to report that he's back on the job again.



Three members of the State Employees and Teachers Retirement System board were recently sworn in for four-year terms in the Governor's office. From left, see Ralph Moody, Governor Hodges, Mrs. Annie H. Swindell, and Tom Royall, Highway District Engineer at Wadesboro, who is beginning his third term on the board.

DIVISION EIGHT

EDWARD C. DARDEN
Division Correspondent

THE DIVISION has had quite a bit of sickness lately . . . The following men have been out sick from two to six weeks: *A. T. Parsons* and *D. O. Martin* of Rockingham; *W. A. Carter* of Asheboro; *J. L. Stewart* of Sanford; *Jonah Dunlap* of Robbins; *Tom Dunlap* of Wagram; and *W. G. Harner* of Vass . . . We're glad to report that all the men are now back on the job.

MRS. RUTH RENEGAR, wife of the Superintendent of the Asheboro prison camp, is recuperating at home from a major operation in the Moore County Hospital.

DIVISION Engineer *T. G. Poindexter* took his family to Topsail Beach for a long week-end of sunning and sea food in June.

MR. AND MRS. *Roy Baker* are catching their breath after spending a week at Carolina Beach then sight-seeing the next week-end in the western part of the State.

DEXTER HOUGH, Maintenance Supervisor in Moore, and his wife have returned from a two-week excursion through Missouri and the Ozark Mountains . . . They visited their daughter and son-in-law at Fort Leonard Wood.

NEWS OF THE NCSHEA . . . The Lee Chapter met for supper, May 27 . . . Richmond group met for a meal, June 3 . . . Scotland folks got together, June 17.

ROAD OIL Foreman *Bill Tolar's* daughter, Diana, recently celebrated her 13th birthday with a slumber party at the home of her parents . . . Seven of her chums gathered for birthday cake, ice cream and chatter . . . You'll have to see *Tolar* for the details of the slumber (?) party.

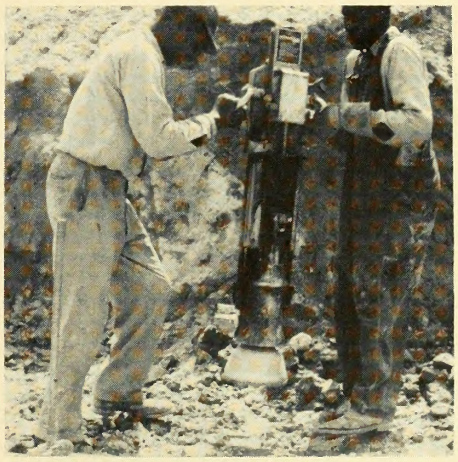
SYMPATHY goes to Resident Engineer *W. T. Smith* of Siler City in the death of his wife, Emma, May 17 . . . *Mr. and Mrs. Smith* were married in Georgia and moved to the State in 1913 . . . They lived in Dunn for many years before going to Siler City . . . *Smith* is one of the oldest and most reliable Resident Engineers with the Highway Commission; he has 33 years of State service . . . Mrs. Smith left two sons: W. Guyton Smith of Dunn and Lawrence Smith of Greenville; and one daughter: Mrs. W. R. Anderson of Marion, Va.

DIVISION NINE

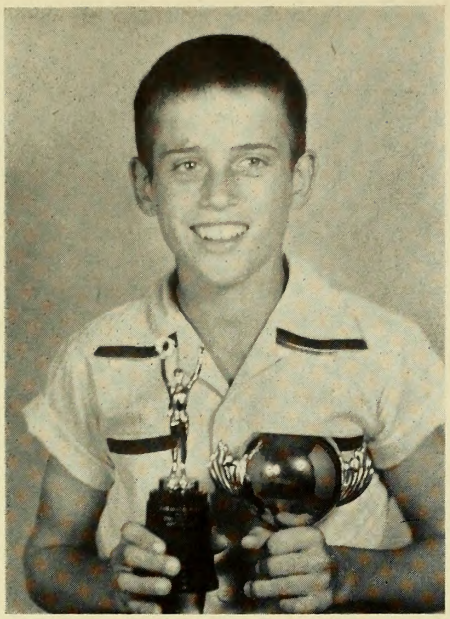
R. B. FITZGERALD
Division Correspondent

THE STOKES Chapter of the NCSHEA held a fish fry, June 17, at the Stokes prison camp.

THE DAVIDSON Chapter of the NCSHEA recently held a fine barbecue supper in the Maintenance Yard at Lexington.



Two workmen can easily operate a new type tamping machine to compact backfill. They were tamping loose material beside one of the retaining walls on the Crosstown Boulevard which is being constructed in Charlotte.

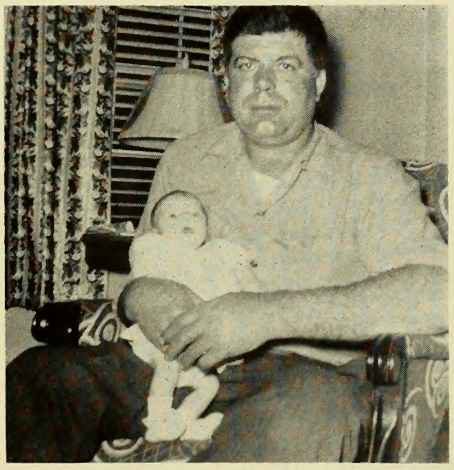


Charles Noggle, 11-year old son of Mr. and Mrs. Ervin Noggle, recently won the Shelby VFW-sponsored marble tournament. He represented Shelby in the State-wide marble tournament at High Point in June. His father is Supervisory Foreman in Cleveland County. Charles is shown with his trophies.

DON RENTZ has transferred from Construction in Winston-Salem to Salisbury where he will assist *J. A. Kennedy* on the Salisbury Bypass.

GET WELL WISHES go to *G. F. Kesler's* wife . . . She is recuperating from an operation . . . Her husband is a gang foreman in Rowan.

THE ROWAN Chapter of the NCSHEA enjoyed a fish fry at the Maintenance Yard in Salisbury.



Kelly Tripp, Blacksmith in Division Two, is very proud of his new granddaughter, tiny Vickie Ruth Tripp.

DIVISION TEN

CHARLES R. SMITH
Division Correspondent

THE MAINTENANCE Department got a windfall recently when the city of Charlotte gave them the residue of synthetic gas for treatment of dusty, unpaved roads in the Tenth this summer . . . It is hoped that the waste gas product, applied in a distributor, will keep down the dust for at least several months, if not for several years . . . An extensive dust-laying program is being carried out in the division.

FROM ROAD OIL . . . *H. G. Mitchell* and family spent a June week-end with his parents in Wallace . . . *George Morris*, mechanic, has moved into his new home near Salisbury . . . *W. E. Chappell* journeyed to Florida for the recent wedding of his daughter . . . *Joel E. Tucker*, Foreman, took his family to Myrtle Beach for a week-end in June.

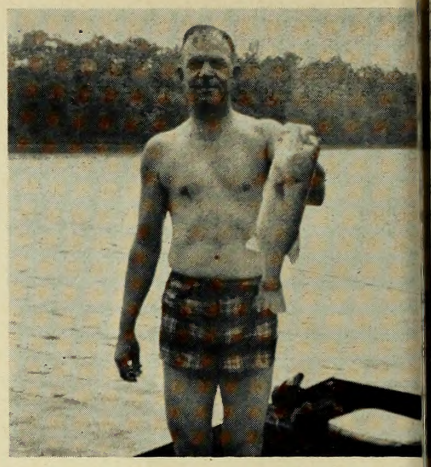
FROM DISTRICT ONE . . . *J. E. McWhorter* and *W. M. Plyler* have been in the Union County Hospital; we hope they are much better . . . *S. L. Thomas*, a gang foreman with the Commission for many years before his retirement, is improving in the Anson County Hospital after a stomach ailment . . . *J. W. Hough* was in the hospital with a skin rash . . . Section Foreman *J. F. Turner* who has been with the Commission for a long time is resting up from a nervous condition.

SYRELLA PICKLER, stenographer in the division office, enjoyed a motor trip through the midwestern states with her sister and brother-in-law, Mr. and Mrs. Frank Ward of Spartanburg, S. C. . . . They visited in Denver, Colorado.

RIGHT OF WAY Engineer *Murray* attended funeral services for the 40 unidentified victims of a Hawaiian plane crash at Jefferson Barracks National Cemetery, St. Louis . . . His brother was one of the 40.

THE SICK LIST includes *C. N. Cranford* who was hospitalized for several weeks with a back injury after lifting a bushel of concrete . . . *D. K. Lowder* is back on the job after a serious operation . . . *G. L. Simpson* has recovered from a siege of phlebitis . . . *F. B. McAnulty*, *G. D. Lowder* and *T. J. Furr* are back after being out sick briefly.

RIGHT OF WAY employees enjoyed vacations during June . . . *Mrs. Frank Russell* and family went to Myrtle Beach . . . *S. J. Smitherman* and family went fishing and swimming at several resorts . . . *W. J. Murray* and family visited friends and relatives in eastern Carolina.



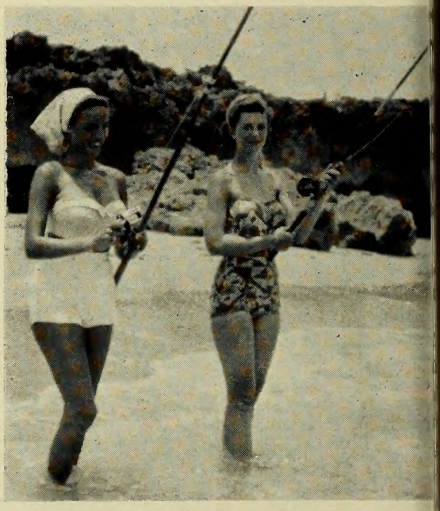
Office Engineer Jay Brookshire North Wilkesboro is glad that he and l family changed their minds and we to western North Carolina for a va tion instead of Florida, as origina planned. He had a hunch there w better fishing in a cooler climate. was right. Note his 6½ lb. bass.

DIVISION ELEVEN

CORA LEE McLEAN
Division Correspondent

THE SURRY Chapter of the NCSHI held a chicken fry and barbecue at t Cumberland Knob Park on the Bl Ridge Parkway, June 4 . . . About 1 people were present . . . Otis Banks spo on the coordination of our retirement sy tem and social security . . . State Re resentative Joe Fowler also spoke.

RESIDENT Engineer *R. M. Bradsho* has moved his party from Mt. Airy



While vacationing at Ft. Pierc Florida, Marion Davis and Colene M Carter tried their hands at surf fishin Marion is the District One Stenographe at Shelby while Colene's husband, Ralp is a Highway Inspector I out of Shelb

kin . . . The Mt. Airy construction has n completed so the construction party s transferred back to Elkin.

RIGHT OF WAY ENGINEER *Paul st* and his family visited his mother in abama.

SYMPATHY from the whole division s to *R. F. Bauguss* in the death of his e, May 30 . . . To *G. T. Upchurch* in death of his mother, April 17 . . . d to the families of *H. H. Freeman* o died June 6, and *W. M. Carter* who d June 13.

GET WELL WISHES go to *W. H. Hud-* who is on an extended sick leave . . *A. T. Reeves* who had cataracts re-ved from both eyes . . . To *G. W. Dob-*



District Engineer and Mrs. H. H. eaver of Shelby are rightfully proud their pretty daughter, Gloria Anne, o just gradnated with honors from e Woman's College in Greensboro. e received a B.S. degree in Secretarial lministration. Gloria Anne was a mem-r of the Commencement Committee, gma Alpha (Honorary Business aternity), Student Government Legis-ture, the Debating Society, and the cial Planning Council. She was College ass Day Chairman and on the Dean's st and Honor Roll.

ns who underwent surgery . . . And to *W. Cooper* who was out sick.

CONGRATULATIONS to *J. P. Higgins* d wife on the birth of a daughter, Mary atherine, April 24 . . . To Mr. and Mrs. *rney Brown* on the birth of a daughter, ay 21 . . . And to Mr. and Mrs. *Paul ouse* on the birth of a son, June 10, who eighed 12 pounds!

WELCOME to *Mrs. Gretchen Hauser* ho replaces *Pauline Pugh* as stenog-apher in the district office at Boone . . . *auline* resigned when she married Max hompson, June 19, and moved to Lenoir.

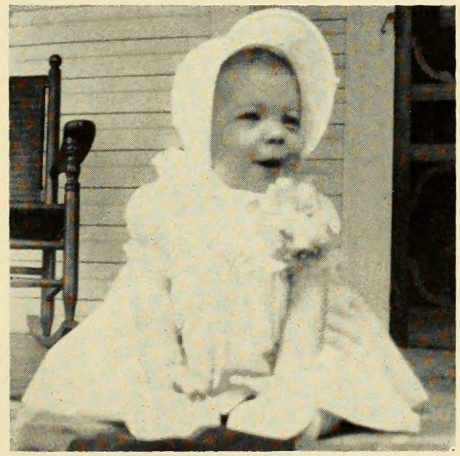


When the Wilson County Chapter of the NCSHEA held a barbecue supper May 27, at the division garage, the Wilson Little Theatre put on a play which was quite good.

DIVISION TWELVE

JEAN CLINE
Division Correspondent

NEW FACES . . . Bridge Construction Engineer *J. J. Powell* is wearing a big smile since the arrival of his first grandchild, Julia Nannette Adams, May 6 . . . New parents include Mr. and Mrs. *Z. M. Speece* of Iredell County who have a son; and Mr. and Mrs. *B. M. Houser* who have a daughter born April 9; the father is a truck driver in Gaston County . . . Division Engineer and Mrs. *E. L. Kemper* are mighty proud of their new grandson who was born May 10, to Mr. and Mrs. Hudson Kemper of Lakewood, California . . . Maintenance Supervisor *T. M. (Bud)Austell* and his wife have a baby boy who was born May 12; Bud was transferred from the 12th to the 14th Division . . . Mr. and Mrs. *W. D. Williams* of Taylorsville announce the birth of their *tenth* child, a boy, April 8.



Anne Eskridge, ten-month old daughter of Mr. and Mrs. Bill Eskridge, was just charmed with her frilly dress and bonnet. Her dad is a clerk in the Division Equipment Office at Shelby.

A DIVISION-WIDE construction meeting was held at the division office in Shelby, May 6 . . . Resident Engineers, Inspectors and Instrumentmen were present along with some of the department heads from Raleigh.

THE DIVISION office chapter of the NCSHEA elected the following new officers at their meeting May 13; Chairman, *Charles Bass;* Vice-Chairman *Ray Nichols;* and Secretary-Treasurer, *Ralph Queen.*

ROAD OIL Supervisor *S. B. Brinkley* was hospitalized in June but he is recuperating at his son's home in Concord

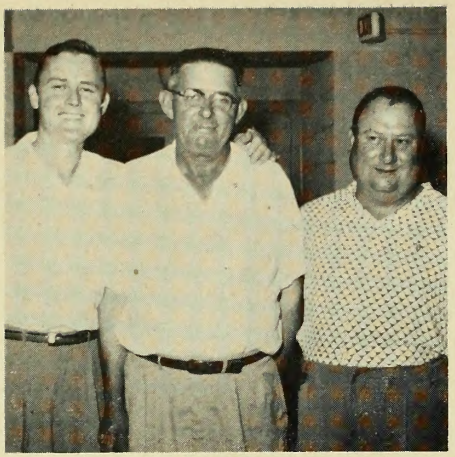


Marvin Wesley Byers, highway employee in Division Twelve, displays an eleven-pound turtle that wandered onto US 74-A, near Shelby, after a recent heavy rain.

. . . Send him a get-well card, c/o Henry Brinkley, 34 Cliff Drive, Concord.

RALPH G. PADGETT of the Prison Department retired in May after 16 years of service; he was a stewart at the Cleveland County Camp and will be missed by his friends.

N. A. KERLEY, veteran foreman in Alexander, is recuperating at his home near Taylorsville after a serious attack of illness in April . . . Other folks from Iredell who have been hospitalized include *F. L. Moore* who had an infected ear; Mrs. C. S. Honeycutt; the baby son of *R. W. Connolly* who had an operation; W. H. Tomlin's son who had pneumonia; *Floyd Warren's* son; and *Mrs. V. W. Cranfill . . . J. B. Robinette's* son of Alexander County had a tonsillectomy . . . In Catawba, Patricia Ann, daughter of the *C. W. Keeners;* Mrs. J. R. Finger, Mrs. K. E. Cline, Mrs. L. D. Peeler and Mrs. R. H. Isenhour have been hospital patients . . . *H. E. Travis* of Newton suffered a painful injury from an unusual accident; while frog gigging, he gigged



When the Granville Chapter of the NCSHEA met recently in Oxford, District Engineer Merle Adkins presented service emblems to the three men above. From left, Elvin Lumpkin has completed five years; Giles Crutcher has 25 years to his credit; and L. A. Hutson has rounded out 20 years of highway work. Congratulations to each for his fine work!

his right heel and was away from work for three weeks.

WHAT'S IN A NAME? . . . Observed in Catawba County, Sweetwater Road-Whispering Pines Township . . . Where did 30-year man *Augustus Jimson Mills* get his middle name?

VACATIONS . . . Supervisory Foreman *J. B. Murdock* of Iredell County reports a fine two-week vacation with his son and family at Cape Cod, Mass. . . . Roadways' District Correspondent *Lois B. Knox* spent a week with her sister in Asheville in May . . . *R. E. Laidlaw, C. E. Laidlaw* and *P. W. Street* spent several days fishing at Myrtle Beach and reported a good catch . . . Three men in Construction took their wives to Myrtle Beach during May and June for vacations: *Ralph Queen, Willie Runyan* and *G. G. Bess* . . . Right of Way Engineer *H. F. Arledge* and family returned June 20 from a two-week visit with Mrs. Arledge's relatives in Enid, Oklahoma . . . *Eugene Crowder* of Construction took his wife to visit relatives in Montgomery, Alabama, in May . . . Gang Foreman *C. G. Poston* of Cleveland County and his family visited relatives in Washington, D. C., and did some sightseeing . . . Truck Driver *A. B. Deveny* of Cleveland County took his wife to visit their son, Allen, and family in Washington, D. C., recently; Allen is a mechanical engineer with Mill Power Electronic Company . . . Mrs. E. L. Kemper visited her son and his family in California in May; her husband went out in June for a visit.

J. D. CHAMPION of Equipment has moved his family from their home on Elizabeth Church Road back to their former home on NC 150, near Shelby.

MILES HUGHES, son of Mr. and Mrs. *M. L. Hughes*, has returned from overseas duty and is now stationed in New York; his father is a mechanic at the division shop.

W. A. McNEILL'S construction party, located at Shelby, enjoyed a weiner roast, May 27, at the home of Mr. and Mrs. *Ralph Queen* . . . All of the boys and their families were present for the get-together.

SYMPATHY is extended to *W. W. Lattimore*, Foreman in District One, in the death of his mother, April 17.

IT'S GOOD to have *F. E. Gray* back on the job in Equipment after being out sick for over two months.

W. H. CHAPMAN of Alexander and *Troy G. Harmon* of Iredell were recently added to the permanent payroll.

B. B. CANSLER of Troutman graduated from ASTC in May, reported for summer work immediately . . . The following week he got married.



Pauline Pugh was married June 19 to Maxwell Thompson in the Hudson Methodist Church. The bride is a member of Beta Sigma Phi Soroity and a graduate of Hudson High School and Lenoir Rhyne College. She has been a secretary in the highway district office at Boone for the past several years. The groom attended Van Wyck High School and Kings Business College in Charlotte. He is a partner in the Thompson-Lipe Company. The couple will live in Lenoir.

DIVISION THIRTEEN

DAN TURNER
Division Correspondent

THE BUNCOMBE Chapter of the NCSHEA met June 17 at Craggy . . . The following new officers were elected: Chairman, *G. E. Baskerville;* Vice-Chairman, *Dewey Jones;* Secretary-Treasurer, *M. Compton* . . . It was family night and refreshments were served . . . *John Rymer* and his band furnished the m . . . *Johnny* is a foreman in Buncomb

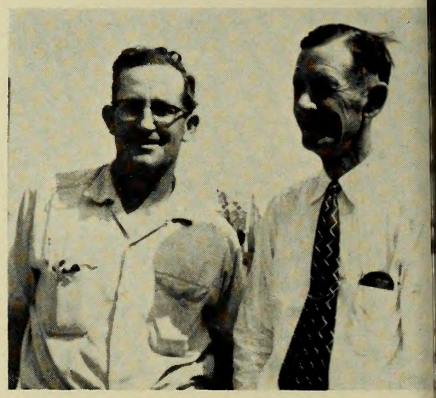
THE McDOWELL Chapter of NCSHEA met June 4 . . . After a licious barbecue dinner, the following officers were elected: Chairman, *A. Rader;* Vice-Chairman, *Clyde Spr* Secretary-Treasurer, *Arthur Wall* . Special guests were Division Equipm Superintendents *J. M. Kister* of the and *P. R. McCorkle* of the Tenth.

GET WELL wishes go to *Mrs. Mitchell* who had an operation in Valdese Hospital; her husband is a tr driver in Burke . . . And to *Mrs. H Williams* who was hospitalized for tr ment; her husband is a motor oper in Burke.

GANG foreman *C. Y. Greene* of Bu County cut his vacation short when was called home by illness and hospit zation of his wife . . . He had planned tour Tennessee, Kentucky and Missour

CRADLE ROLL . . . Machine Oper and Mrs. *Woodrow Epley* of Rutherf County announce the birth of a Scotty Dean, April 15 . . . Sign Erec and Mrs. *C. D. Thomas* have a son, Al Keith, who was born June 9 . . . R Oil Foreman and Mrs. *J. H. Jarvis* pleased with their son, Robert Edwa who was born June 9 . . . Truck Dri *Charles Turner* and his wife have a boy, James Robert, who was born A 25 . . . Another McDowell County Tr Driver, *Marvin Stewart*, and his wife proud of their son, Harold Eugene, w was born January 11.

COUNTY Foreman *W. C. Reep* recen took his son to Camp Gordon, Georg



The two men directly responsible f seeing that the new Rozzells Fer Bridge is properly built are Lou Rhyne, on left, and Andrew Littl Rhyne is Triplett's superintendent whi Little is Resident Engineer.

son had been home on leave from the ny.

GANG Foreman *Ben Snyder* of Bunnbe took his family for a week-long ation in Florida.

DIVISION FOURTEEN

C. J. BECK
Division Correspondent

R. AND MRS. *J. W. Porter* will celeate their 15th wedding anniversary, gust 12 . . . *Porter* is a foreman in aham County.

RON C. SCROGGS, Truck Driver in y County, has returned to work after ng on sick leave for several months.

MRS. DORIS M. HIGDON has resigned position as secretary to the office eneer in order to join her husband in ryville, Tennessee, where he has retly been transferred.

NEW FACES . . . Sign Supervisor *J. F. yson* has a new grandson, his first ndchild . . . He and *Mrs. Bryson* plan- to fly to Colorado to see the baby his parents . . . *Mrs. Helen Roland,* retary in Right of Way who is on ternity leave, is the mother of a baby l.



Gang foreman A. J. Mills of Newton feels his attractive wife has been right in the ranks working and helping him make his 30 years with the Commission.

His highway service dates from 1923 when he worked on roads in Iredell County under M. L. Godfrey as a truck driver. Later, Mills worked with Tom Royall. When the State took over county roads in 1931, he went with the Highway Commission, first under the late A. B. Gibbs who was district engineer and then under P. D. Miller, District Two Engineer of the Twelfth Division.

Mills says, "I've noted a vast difference in our roads during past 30 years. In the beginning, there were few hard-surfaced roads. Now there are so many, it keeps a crew busy in each county doing patch work." He's in charge of all surface treatment patch work in Catawba and Alexander Counties.

Mills was born December 18, 1893 in Alexander County. His parents are Emma Sloan and Max C. Mills. Young Mills was educated in the rural schools of Alexander County. April 8, 1917, he was married to Nola Boston. They are members of the First Methodist Church in Maiden. The Mills' have four children: Mrs. Evelyn M. Ikard, L. C. Mills, Mrs. Gaynell M. Gant, and Dale Mills. Both the girls live in North Carolina; the two boys live in Catawba County.

The Foreman is a member of the NCSHEA.

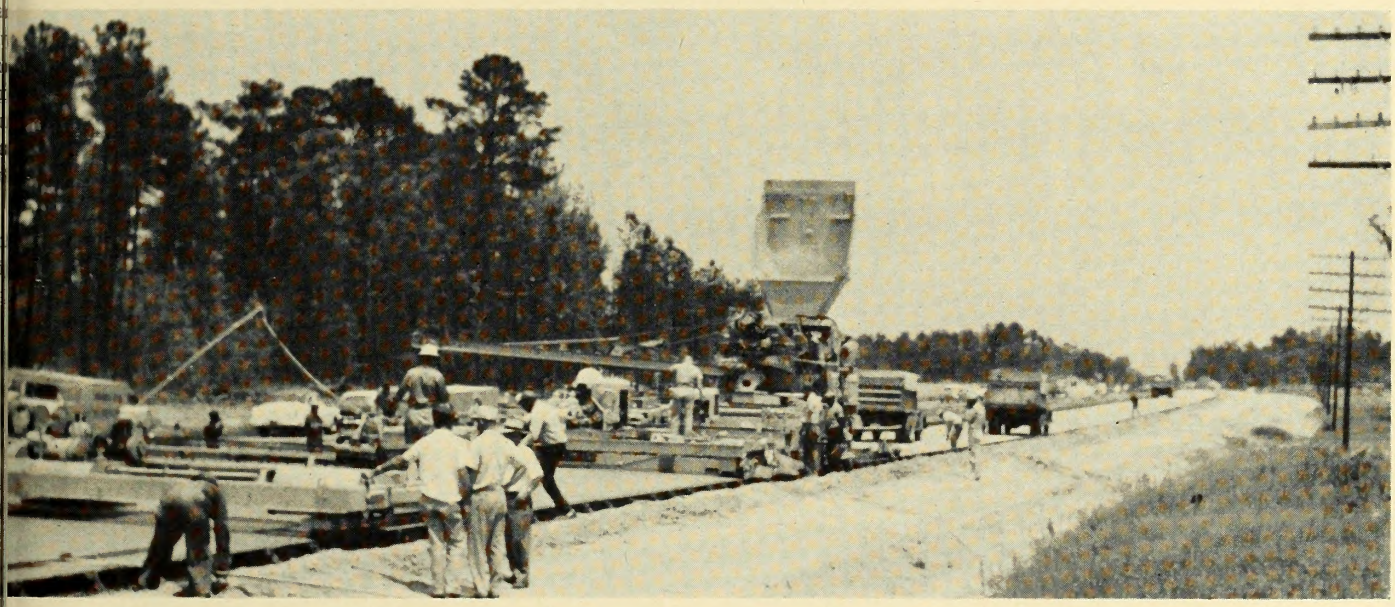


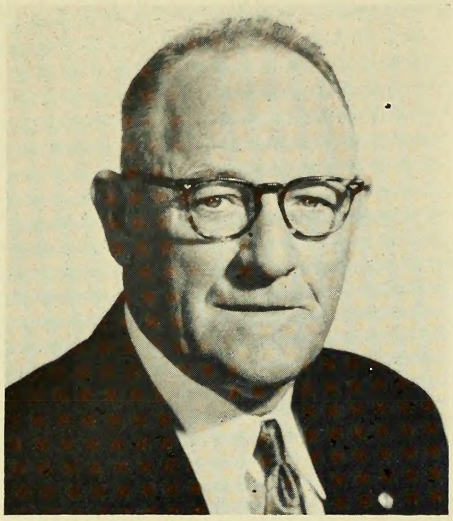
Photo by Margaret Burk

Work is progressing on paving the nine-mile long Rocky ount bypass on US 301. The big new highway will run om a point on present 301 about 0.6 mile north of Sharpsrg, thence on west side of Rocky Mount, crossing NC 95 d US 64 to a point on US 301 about 2.9 miles north of ocky Mount.

Forces of Nello L. Teer of Durham are laying a four-inch one base and eight inches of concrete paving in building the 24-foot wide traffic lane. New bridges have been built at the old Nashville Road, US 64, Falls Road, NC 43, and over the Tar River, Stoney Creek, and Maple Creek. The new highway should be paved and open to traffic by December 1.

The work is being done in Nash County which is a part of the Fourth Division. E. P. Koonce is division engineer while Frank Martin is resident engineer on the job. Contract estimate for the paving alone is $626,606.50.

HONOR ROLL OF 30-YEAR HIGHWAY EMPLOYEES



J. J. BLEVINS

Senior Bridge Foreman J. J. Blevins of Spruce Pine dates his highway service from May 24, 1924. He first did force account work between Boone and Blowing Rock. He recalls that A. B. Cole was Resident Engineer and Jack Gunter was Bridge Foreman.

Then in September, 1925, he went with the Bridge Maintenance Department where he has served well ever since. In 1931, he was promoted to foreman. In his words, "It has been a pleasure to work with C. B. Taylor, F. S. Yount, and K. R. Scott. The work has been real hard part of the time, but I have enjoyed it."

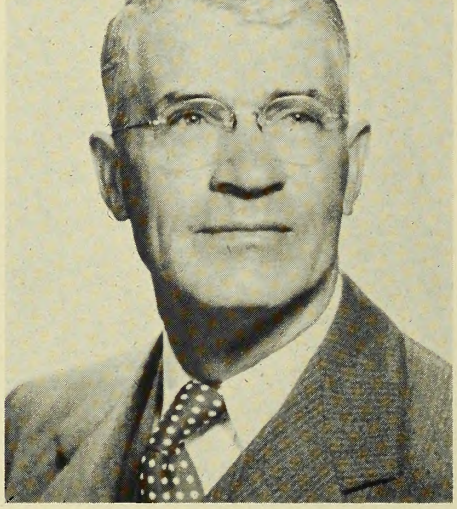
Blevins is the son of John W. and Lura Howell Blevins. He was born March 3, 1900, in Jefferson. He was educated in the public schools of Ashe County. December 8, 1929, he was married to Pearl Gouge in Spruce Pine. They have one son, 23-year-old J. J. Blevins, Jr., who has been with the Highway Construction Department for five years. The Blevins' are members of the First Baptist Church of Spruce Pine. He is a member of the Veterans of Foreign Wars.

Section Foreman Witty of Yanceyville started work with the Highway Commission July 12, 1924, in Rockingham County as a section helper. He remembers that his starting salary was $15 a week at 25¢ an hour. Three months later he was promoted to his present position of Section Foreman.

In 1931, he was transferred to Caswell County. Through the years, he worked under the following supervisors: H. H. Kennedy, T. A. Burton, W. W. White and J. G. Royal. In his words, "I have witnessed a great improvement in equipment over the 30-year period. Back then, we loaded sand and topsoil with a hand shovel onto a flat body truck and unloaded it the same way. When we pushed snow in the winter, a car had to be driven along with the truck to provide light as the trucks were not equipped with lights."

Born November 17, 1896, in Rockingham County, he is the son of William I. and Carrie Cummings Witty. He attended Bethany High School in Rockingham County. December 21, 1935, he was married to Ruth Humphreys in Reidsville. They are members of the First Baptist Church in Yanceyville. He's a Deacon and General Secretary of the Sunday School.

Mrs. Witty is a teacher in the public schools. Together, Mr. and Mrs. Witty have rendered 62 years of service to the State.

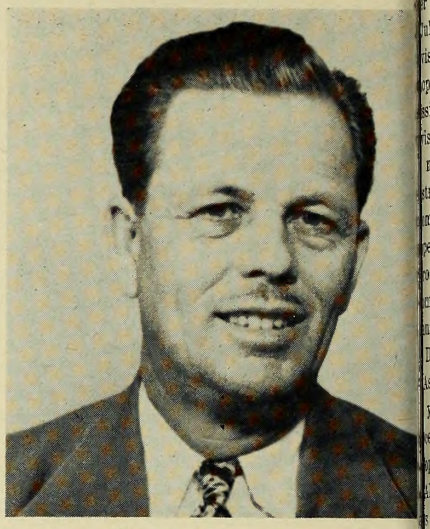


WILLIAM BRYAN WITTY

Supervisory Foreman A. Wade Kimrey of Lexington started his work with the Highway Commission at the age of 17, as a laborer. He has worked in various phases of maintenance up to his present position.

In the late twenties he served as foreman under the late E. O. Russell of Asheboro. Then in 1931, he went to work under his present Maintenance Supervisor, Fred L. Everhart of Lexington. In his words, "I have enjoyed working with this wonderful man as well as the many other fine men connected with the State Highway Department."

Kimrey is the son of Mrs. A. L. Kimrey and the late Mr. Kimrey. He was born in 1906 in Alamance County. In 1932, he was married to Ann Lanier. They live



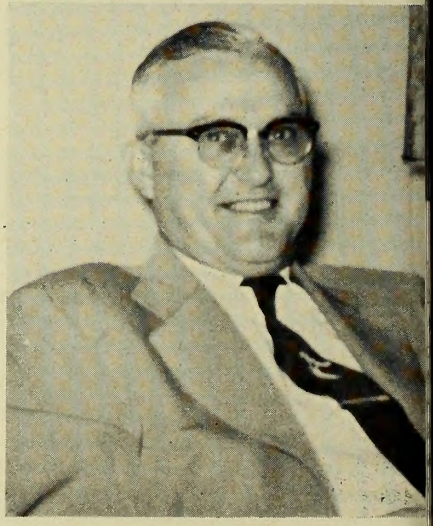
A. WADE KIMREY

at 1236 Fairview Drive, Lexington, have two children. Their son, Don, is he is employed with the Piedmont lines and works in Wilmington. Ly is eight and will be in the third gr at Cecil School this fall.

The Foreman is a deacon in the F mont Presbyterian Church.

Fifth Division Equipment Superinte ent Henry Alford of Durham was fi employed July 24, 1924, as a field chanic under R. D. Benson at Wilming in the old original District Three.

When the State took over the cou roads in 1931 and reorganized the distr lines, he was promoted to District chanic and transferred to Sanford in Division B, District Four. The distr consisted of Lee, Moore, Harnett Cumberland counties. In his words, had the pleasure of working with



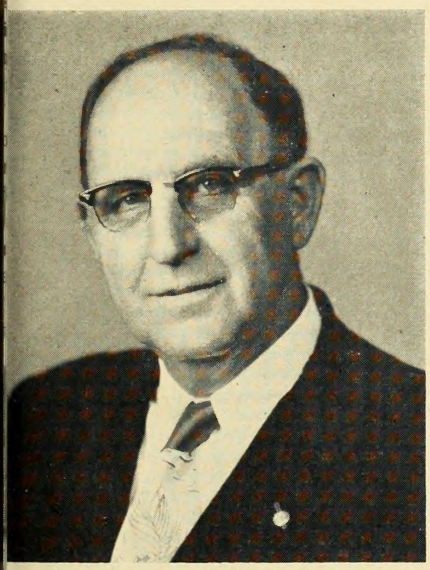
J. H. ALFORD

e J. B. Koonce who was District Engi-
r and many other fine employees."
uly 1, 1935, he was transferred to the
ision Shop in Fayetteville as Division
op Foreman. When the Highway Com
ssion was reorganized from five to ten
isions in 1937, he was transferred
new Division Six in Asheboro as
strict Mechanic. July 1, 1939, he was
moted to Sixth Division Equipment
perintendent and remained in Ashe-
o. When the divisions were changed
m ten to 14 in 1953, Alford was
nsferred to the new Fifth Division
Durham.

As he looks back, he says, "These past
years have been a marvelous experi-
e working with so many wonderful
ple."

Alford was born July 10, 1900, in Colum-
s County. His parents, Mr. and Mrs.
ah W. Alford, are both deceased. He
s educated in the Byrdsville-Freeman
gh School. Alford is a Baptist. He's a
mber of the N. C. Society of Engi-
ers. He has two daughters: Mrs. Fran-
Wright of Ramseur and Mrs. Betty
e Pickett of Asheboro.

Off the job, he likes to visit with his
o grandsons, who are sons of his oldest
ughter, Mrs. Wright. He also enjoys
tball games and occasional Duck Hunt-
g.



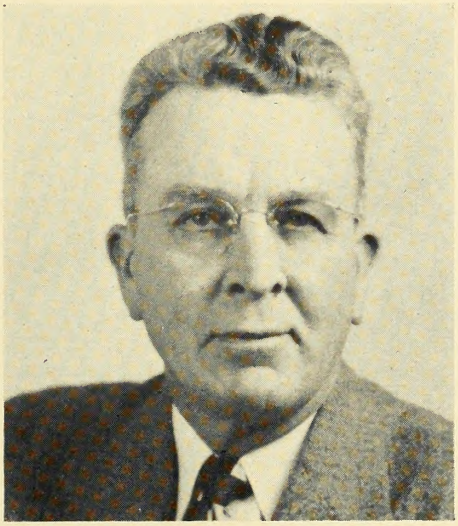
CHARLES GORDON MOORE

The mechanic foreman in District Two
Division 13 is Charles Gordon Moore
Burnsville. His highway days date
m March 15, 1925, when he started
th a construction party in Yancey
unty. They helped build the first hard-
rfaced road in the county, now US 19,
tween Asheville and Burnsville.

When he transferred from Construc-
n to the Equipment Department in
ltmore in July, 1925, R. D. McCurry
s Division Mechanic. In the fall of
hat year, he took over the job of Field
Mechanic in the extreme western part of the State. He covered six counties as Field Mechanic until 1930, when the State took over the county roads and he was located in Macon County.

In July, 1953, he returned to Yancey County as District Mechanic Foreman for the Second District just in time to see a new US 19 completed to replace the original which he had helped build.

Moore is the son of Hettie Taylor and Charles M. Moore. He was born July 15, 1891, in Franklin. He was educated in the Macon County public schools. May 17, 1916, he was married to Anna Jean Barnard in Franklin. They are Methodists. The Moores have two daughters: Mrs. Jean Moore Burrell and Mrs. Sally M. Barnard. He is a member of the Masonic Order, O.E.S., and the N.C.S H.E.A.

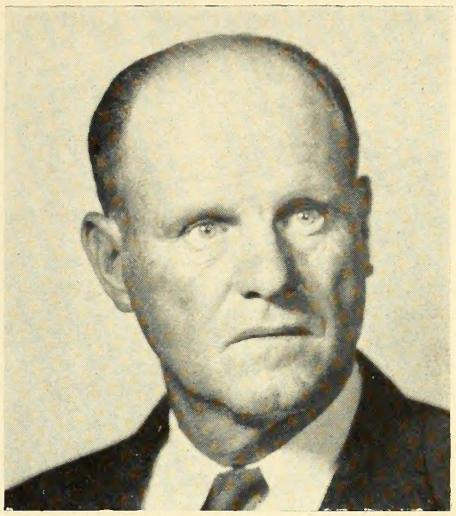


JOHN HARRINGTON ROSSER

Senior Bridge Foreman Rosser of Wilson says that he "began work with the Bridge Maintenance Department July 1, 1922 and has had continuous service with the department except for about three years while doing construction work of various types. Besides my regular bridge work, I have also helped build office buildings, prison camps, equipment shops, weighing stations, and other types of construction which have been under the supervision of the Bridge Maintenance Department."

His fine highway service has been with the following superintendents: Floyd Yount, W. M. Morton, O. F. Yount, K. R. Scott, T. G. Poindexter, and G. W. Moore. His maintenance engineers have been E. R. Boney and C. B. Taylor.

Rosser was born September 12, 1898, in Jonesboro. His parents are Thomas R. and Lillie Harrington Rosser. December 24, 1934, he was married to Berta Lamm in Wilson. They are Methodists. The Rossers live at 1000 Hood Street in Wilson.



RALPH HUGHLEE LANDRETH

Gang Foreman Landreth says that he "first began work with the Highway Commission back in the middle twenties on road No. 28, present US 64 in Transylvania County. I was a laborer for a short time under the supervision of Fidila Henderson. I then worked as an extra for three years. The next work I did was with E. H. Webb with a construction crew on US 276, south." From 1931 to 1935, he again worked as an extra. Then for two years he was a laborer and truck driver. From 1937 to 1946, he drove a prison squad truck, operated motor graders and crawler tractors. In 1946, he was promoted to his present position under the supervision of E. H. Webb.

He was born September 16, 1906 in Brevard. His parents are Mr. and Mrs. Alfred Carl Landreth. October 23, 1926, he was married to Deltha Reese. Today they live on Route One, Brevard, and have six children: Gertha, Thelma, Kenneth, Marie, Leroy, and Joyce Ann. They are Baptists.

OUR JOB

The State Highway Commission is responsible for 68,911 miles of highways, roads and streets, according to the latest report from the Division of Statistics and Planning. During 1954, the total mileage increased by 721 miles.

Almost 50 per cent, or 34,265 miles of the 68,911 miles, are hard-surfaced. The rest are graded and stabilized for all-weather driving.

The rural primary system consists of 10,736 miles of paved miles and 146 miles unpaved miles; the municipal primary system, 1,123 paved and four unpaved miles; the rural secondary system, 21,364 paved and 34,150 unpaved miles; and municipal secondary system, 1,042 paved and 346 unpaved miles.

Facts and Figures on Coordination of State Retirement and Social Security

Compiled by Otis Banks
Executive Secretary, NCSHEA

Foreword:

If the Teachers' and State Employees' Retirement System is coordinated with Social Security, it must be done by referendum vote of the members of the Retirement System. A majority of the eligible voters (not just those voting) must vote in favor of the coordination or it fails. A referendum date has ben set by Governor Hodges for Wednesday, October 26, 1955. The Teachers' and State Employees' Retirement System under direction of Executive Secretary Nathan Yelton will hold the referendum on that date. Votes will be taken by written ballot in a manner to be prescribed later.

If the two plans are coordinated, it will work as follows:

1. There will be no reduction in retirement allowances for those already retired.

2. For members in service, benefits would be paid in full for both membership and prior service up to the time the coordinated program would become effective, which would be January 1, 1955.

3. No decrease in disability benefits as a result of the combination of Social Security and Retirement. Disability benefits would be paid as at present on the 5% basis and would not be affected in any way by the addition of Social Security.

4. Each member of the Retirement System will contribute 3% of salary to the Retirement System under the proposed plan and 2% to Social Security up to a salary of $4,200 per year. On that part of the salary in excess of $4,200 per year, members would contribute 5% of their salaries for the Retirement System exclusively.

5. The 20-year vested right clause of the law, and early retirement (30-year clause) would remain.

6. For those members who wish to retire at age 60, an increased benefit would be paid between age 60 and age 65 when Social Security begins payment. The purpose of this is to avoid penalizing those employees who wish to retire at age 60.

7. The cost to the State for both retirement and Social Security will be the same until January 1, 1960, at which time there will be a one-half of one per-cent increase for both the employee and the employer for Social Security.

THE BILLS AS PASSED BY THE NORTH CAROLINA GENERAL ASSEMBLY were approved by the Actuary for the System, by the Board of Trustees and by the office of the Attorney General. Our Actuary tells us that nobody will lose, the majority will gain; that any future reduction in System Benefits will be more than offset by allowances under Social Security, plus the rights of survivor benefits provided under SS.

SS Costs will go up beginning in 1960, *provided* Congress adheres to the present plan. Nobody can predict accurately what will be done then, and it is our belief that we can hold the State System to a minimum 3% System in any event.

SOCIAL SECURITY—QUESTIONS AND ANSWERS:

ALREADY RETIRED: If now drawing old-age benefits, will receive bigger pension, from $5 to $13.50 more per month.

RETIRING IN FUTURE? At 65 or later, can count on larger check, up to $162.80 per month for a retired couple.

HOLDING JOB AFTER RETIREMENT? Now permitted to earn to $1200 per year without loss of SS; At age 72, can earn unlimited amount.

WHAT IS SOCIAL SECURITY? Official name is Old Ag and Survivors Insurance; benefits payable to people in thei old age, or because the family breadwinner died.

TRUST FUND—Government Bonds as investment, now ove *$20 billions* held for SS.

ADMINISTRATION COSTS—2c from each tax dollar; ver low.

INVESTMENTS—One-third of Insurance Companies hav funds invested in U. S. Bonds, same as SS has entire amoun in Bonds. Government acts as Trustee of funds for SS.

QUESTIONS AND ANSWERS:

ARE ALL WORKERS COVERED? About 9 out of 10. Thos not covered are doctors, lawyers, dentists, firemen and police men now under a retirement system, career members of arme forces, and some civilian federal employees. If you go ove seas as civilian employee of an American firm, you ar covered also. Citizenship is not a requirement of coverage if you live and work in U. S. in covered occupation, you ar eligible for benefits.

ARMED FORCES SERVICE COUNT? Yes, if you serve between 9/15/40 and 7/1/55, for 90 days, up to $160 pe month earnings.

HAVE WORKED DURING YEAR FOR 2 DIFFEREN FIRMS, BOTH DEDUCTING SS TAXES, AND I HAVE BEE TAXED ON MORE THAN $4,200—WHAT CAN I DO? Yo can recover the excess amount by getting a credit or rebat on your Federal Income Tax Return.

ARE PAYMENTS WE MAKE USED TO MEET CURREN GOVERNMENT EXPENSES, SO THAT LATER WHEN A LOT OF PEOPLE ARE ELIGIBLE FOR BENEFITS THER WON'T BE ENOUGH TO PAY THEM? No; all SS tax mone is kept by the US Treasury and separate from other Treas ury functions. All funds invested in bonds, with interest pai to SS Board; reserve now over $20 billions.

MY HUSBAND DIED LAST MONTH, LEAVING ME AN TWO BABIES AS SURVIVORS. HE HAD BEEN COVERE BY SS ONLY 20 MONTHS. CAN WE COLLECT BENEFITS Yes, survivor benefits and a payment toward his funeral ex penses, if you apply. He had been covered 6 quarters (1 months) and considered "currently insured." Your lump-sum payment will be 3 times the monthly benefit he would hav been entitled to, not less than $90 or more than $225; yo will get monthly payments for self and children until both reach age 18. The most these may total is 80% of your hus band's average monthly earnings while he is covered, or $200 whichever is lower.

MY HUSBAND DIED IN 1947, WHEN OUR CHILDRE WERE 5 AND 11. HE HAD WORKED IN A COVERED JO FOR 18 MONTHS. A NEIGHBOR WITH CHILDREN WA WIDOWED A FEW MONTHS AGO AND IS COLLECTIN SURVIVOR BENEFITS, BUT I WAS TOLD AT THE TIM MY HUSBAND DIED THAT I WAS NOT ELIGIBLE—WHY Because at the time you were not qualified. he law has bee changed since, however, and you are now qualified and shoul apply immediately—there are estimated 200,000 dependant of workers who died between 6/30/40 and 9/1/50 who ar also eligible. You will get benefits retroactive to 9/1/5 for yourself and for the child who is still under 18, but not fo the child who has reached 18 since your husband's death.

WHAT ARE THE BENEFITS AT RETIREMENT? Based n average monthly earnings for period you have been overed under SS, up to maximum average of $350 per month alary. Take 55% of first $110, add 20% of the remainder f this total; if sum works out to odd pennies, raise it to he next highest 10c figure. That is your benefit, with a aximum of 80% of the worker's average monthly wage, or 200, which ever is lower.

AT TIME I STARTED PAYING INTO SS, MY WAGES VERE LOW AND STAYED THAT WAY A LONG TIME. OW I AM MAKING A GOOD WAGE, YET MY OVERALL ONTHLY AVERAGE IS STILL LOW. OTHER PEOPLE AKING LESS THAN I DO TODAY WILL HAVE A IGHER LIFETIME AVERAGE, AND COLLECT MORE ENEFITS. IT DOES NOT SEEM FAIR. It isn't and for at reason the law allows some options. You mayy disregard l the years before 1951 in figuring your average monthly ages, if to your advantage. Furthermore, Congress in 54 provided that workers may drop out up to 5 years of low rnings in figuring the average.

WHAT IF I DON'T RETIRE AT AGE 65? Most people n't; average retirement age is now 68. However, make sure ur records are in order at age 65 by visiting your nearest S Office. Let the SS Office know if your earnings drop low $2,080 per year, because if they do you can then collect me SS. After age 72, earn all you may without affecting, t up to that time $1200 is maximum without loss of some S benefits. You may retire at any age after 65, and that e is not compulsory.

I AM AN ENGINEER. NEXT MONTH I WILL BE 65 ND WOULD LIKE TO RETIRE. I EXPECT TO BE ALLED ON ONCE OR TWICE A YEAR AS CONSULTANT ND MY FEES ON OCCASION WILL BE MORE THAN 2,080, BUT FOR THE REST OF THE YEAR I WILL EARN OTHING. AM I STILL BARRED FROM COLLECTING S BENEFITS? No. People between 65 and 72 whose earnings re not spread evenly over the year may collect benefits for he months when they are not working, regardless of how uch they earn during the other months.

I AM OVER 65 BUT CAN'T RETIRE BECAUSE I AM ARNING $2,500 A YEAR. MY NEIGHBOR, WHO IS THE AME AGE HAS QUIT WORKING, COLLECTS FULL BENE-ITS ALTHOUGH HE RECEIVES $10,000 A YEAR IN DIVI-ENDS FROM INVESTMENTS AND PROPERTY RENTALS. HAT DOES NOT SEEM RIGHT TO ME. It doesn't seem ight to some Members of Congress, either, and there has een talk of taking corrective steps. Dividends, rentals, etc., re not counted as "salaries and wages" earned. After 72 you an earn what you please without hindrance to your SS enefits, and there is talk of lowering this age still further. o provide all workers at age 65 would cost an estimated $2 illions a year to present cost of the program, requiring a igher SS tax than is now being paid.

ARE SS BENEFITS SUBJECT TO INCOME TAX? No. And at increases their real value to you.

I AM 65 AND HAVEN'T WORKED FOR 2 YEARS. I RE-ENTLY LEARNED THAT I AM ENTITLED TO SS BENE-ITS. CAN I COLLECT FOR THE 2 YEARS THAT HAVE ASSED SINCE I REACHED 65? You can collect for 1 year nly. Benefits are retroactive only for a maximum of 1 year.

I HAVE A SS PROBLEM, BUT THERE IS NO LOCAL FFICE. WHAT DO I DO? Contact district offices near you. here are 532 over the country. Your Postmaster can tell ou where these are and also can tell you when a representa-ive might be in your local town.

MY SS CHECK WAS STOLEN FROM MY MAILBOX. OW DO I REPORT THAT AND WILL I GET A NEW CHECK IF THE OTHER IS FORGED AND CASHED? Report the loss at once to SS Office; if the check is unlawfully cashed, you will get a new one.

THE COMPANY I WORK FOR HAS A PENSION PLAN FOR ITS EMPLOYEES. DOES THAT MEAN I CANNOT COLLECT SS? No. The President has urged exploring the relationship between public retirement programs and private pension plans to supplement them. Many large busines firms and corporations have supplemented their SS and pension plans.

WHAT WAS THE REASON FOR A SS LAW IN THE FIRST PLACE? Security was attained in earlier days thru interdependence of members of families upon each other, or the families within a small community upon each other. The complexities of great communities of organized industry make less real these simple means of security. Therefore we are compelled to employ the active interest of the nation as a whole thru government in order to encourage a greater security for each individual who composes it—this from President Franklin D. Roosevelt.

MAN RETIRES AGE 65, CAN EARN UP TO $1200 PER YEAR WITHOUT REDUCTION IN SS—HIS WIFE AT AGE 65 GETS 1/2 HIS PRIMARY BENEFITS—CAN SHE WORK? Yes, the same $1200 would apply to her as well as the husband if she works separately.

UNEMPLOYMENT IS COVERED UNDER SS FOR WEEK-LY PAYMENTS IF OUT OF WORK—WILL THAT APPLY TO STATE EMPLOYEES IF COORDINATED? No, public employees are exempt from this provision.

I SIGNED A NON-ELECTION BLANK FOR RETIREMENT IN 1941, CAN I BELONG TO SOCIAL SECURITY IF THE COORDINATED PLAN IS ADOPTED? Yes, you will have to. Also, you can belong to the Retirement System if you wish, coming in as a new member from the date of application with no credit for any prior service.

ARE TEMPORARY EMPLOYEES COVERED UNDER THIS PLAN? Yes, they will be under SS.

SOME PRISON EMPLOYEES ARE UNDER THE LAW ENFORCEMENT OFFICERS—WILL THEY COME UNDER SS? The law exempts "'police and firemen under established retirement system."

WILL DISABILITY BE REDUCED? No, it remains the same with supplement from reserve funds to make the new 3% system equal to the old 5%—no reduction in payments.

WHAT HAPPENS TO FUNDS ALREADY PAID IN? Protected under Constitutional Amendment to the Retirement System. Cannot be diverted or sent to SS; we act only as collection agency for SS funds in the future and Retirement System and SS will be separate accounts; we continue as in the past, SS funds remitted to Baltimore.

IF COORDINATION, CAN I WITHDRAW FUNDS ON SEP-ARATION? Yes, you can withdraw retirement contributions. No withdrawal on SS funds.

DO I HAVE TO RETIRE AT AGE 65 UNDER SS? No, you can work as long as permissable. Our own law on retirement is not changed, however.

I AM PAST 65 NOW. WOULD SS HELP ME? Yes, you can qualify regardless of age.

IS THERE ANY DISABILITY UNDER SS? No, not for actual payments; you can "freeze" your salary upon disability and the intervening years will not count against your salary average.

IF I DIE ON THE JOB, HOW ARE WE AFFECTED? You will be entitled to refund from State System of your contri-butions plus interest, to beneficiary. If properly covered under

SS and the coordinated plan, your survivors are entitled to certain benefits. Wife and children under 18 are paid a maximum of $200 a month, with benefits ceasing at time children reach 18, and widow receiving payment again at age 65 if she has not remarried and you were fully covered at time of death.

CAN I STILL RETIRE AT AGE 60—AND DO I HAVE TO RETIRE AT AGE 65? Yes to the first, no to the second. You can retire at age 60, select an option that pays more and an adjustment will be made at age 65 when SS comes in, to allow you the same average monthly payment over the entire period of retirement. You may work on after 65 if you wish and it is permissible.

WHAT ABOUT FUTURE COSTS OF SS? As at present, is supposed to go to 2½% in 1960, 3% in 1965, 3½% in 1970, and 4% in 1975.

IF RETROACTIVE TO 1/1/55, HOW DO WE PAY SS BACK PAYMENTS- You have paid 5%, and 2% will be channelled off and sent to SS—you will not know the difference.

I HAVE A WIFE UNDER SS—CAN WE BOTH RETIRE AT AGE 65? Yes, on individual accounts if desired; if her survivor portion of your coverage is more, she can accept that and forget her own.

DOES "SURVIVOR" MEANS THAT HUSBAND MUST BE DEAD? No, wife at age 65 collects her share even if husband is living.

DO I HAVE TO DIE ON THE JOB TO COLLLECT SS? If you die on the job and are covered your survivors collect; refund is granted under State System.

QUARTERS OF COVERAGE NEEDED: (to be fully insured at age 65)

Year of Birth	Your 65th Year	Birth Date January-June	Birth Date July-December
1888 or earlier	1953 or earlier	6	6
1889	1954	6	7
1890	1955	8	9
1891	1956	10	11
1892	1957	12	13
1893	1958	14	15
1894	1959	16	17
1895	1960	18	19
1896	1961	20	21
1897	1962	22	23
1898	1963	24	25
1899	1964	26	27
1900	1965	28	29
1901	1966	30	31
1902	1967	32	33
1903	1968	34	35
1904	1969	36	37
1905	1970	38	39
1906 or later	1971 or later	40	40

TWO SPECIAL PROVISIONS:

A person who reaches 65 before *October 1, 1958*, or a person who dies after *March 31, 1956*, and before *October 1, 1958*, will be fully insured even if he does not meet the "fully insured" requirements if: he has a quarter of coverage for every calendar quarter after 1954 and until he reaches 65 or dies, and at least 6 of his quarters of coverage were earned after 1954. Workers who died after June 30, 1940, and before September 1, 1950, are fully insured under the 1954 amendments if they had 6 quarters of coverage (1½ years work) or more. This is an important change because under the old law these workers may have needed more than 6 quarters of coverage. The new law makes monthly survivors insurance payments possible for their widows, children, or dependent parents if all other requirements are met.

COST COMPARISONS—SOCIAL SECURITY AND INSURANCE ANNUITIES—both paying at age 65

Special Notes: Under annuities, at death beneficiary is pa cash value or the amount paid in to date, whichever greater. Social Security allows certain survivor benefits death for covered employee, and certain retirement at 6 also lump-sum death payments not to exceed $255. In t following tabulation, all SS costs are figured on the prese rate of 2% to 1960, and all increases in SS rates from the out. We are using an average salary of $250 per month f State Employees, and are presuming that this salaried e ployee would not be able to pay more than $12.50 per mon in insurance annuities, or a premium of $150 annually. A costs are figured from January 1, 1955.

AGE 20: Insurance cost for 45 years—$6,750. SS cost for years—$4,650. Insurance yield is $71.67 per mont SS yields $89 single, $133 with wife. Average co of SS is $8.75 per month, or $3.75 less than insu ance; employee gains $17.33 monthly benefits $61.33 if has wife at 65. If the SS cost of $4,6 was invested in insurance at age 20, averaging $1 per year, would yield at age 65 $49.21, or $39.79 le than SS on single employee.

AGE 30: Insurance cost for 35 years—$5,250. SS cost for years—$3,450.00. Insurance yield is $48.99 p month. SS yields $89 single, $133 with wife. Ave age cost of SS is $8.25 per month, or $4 25 less tha insurance; employee gains $40.01 single benefits $84.01 if has wife 65. If the SS cost of $3,450 w invested in insurance at age 30, yield would be $32. per month or $56.34 less than SS on single e ployee, $100.34 less on employee and wife. Inves ment would be on basis of $8.25 per month.

AGE 40: Insurance cost for 25 years—$3,750. SS cost for years—$2,250. Insurance yield is $30.86 per mont SS yields $89 single, $133 with wife. Average co of SS is $7.50 per month, or $5.00 less than i surance; employee gains $58.14 single benefits $102.14 man and wife. If the SS cost of $2,250 w invested at the average of $7.50 per month at a 40, in insurance, yield at age 65 would be $18.51 $70.49 less than SS for single employee and $114. less double.

AGE 55: Insurance cost for 10 years—$1,500. SS cost for years—$675. Insurance yield is $9.27 per mont SS yields $89 single, $133 with wife. Average co of SS is $5.65 per month, or $6.85 less than i surance; employee gains $79.73 single or $123. with wife. If the SS cost of $675, or $5.65 p month, was invested in insurance at age 55, t yield would be $8.42 per month at age 65.

ASSUME FUTURE MAXIMUM 4% SS PAYMENTS: Sam $250 employee from age 20 to 65; SS cost for 45 years would $5,400 for yield of same $89 single, $133 double. Insurance same rate would yield $71.67, or $17.33 per month less tha SS at cost of $2.50 per month more.

MAXIMUM $4200 EMPLOYEE: Assume pays maximu from 20 to 65; cost of SS would be $7,150, yield would $108.50 single, $162.75 with wife 65. With same insuran investment as "age 20" above, cost of insurance would be $7 less over the 45 years, but the gain on SS for single is $36.8 and is $91.08 with wife. Placing this same $7,510 SS cost i insurance on the average monthly payment beginning age 2 would yield $79.77 per month age 65 as against $108.50 sing under SS or $162.75 for man and wife.

:25 PER MONTH INSURANCE PAYMENTS: Age 20 to
insurance cost would be $13,500; yield would be $143.32;
ns $34.82 per month over SS single, but cost is $5,990 more.
man and wife, SS would pay $162.75 on a $350 maximum
ployee, or $19.43 more than insurance at a cost of $11 per
nth less average, or a saving in costs of $5,990 over the
rs. This comparison is figured on an employee who makes
least $350 per month being able to pay the $25 per month
urance premium, and who would pay maximum SS costs.

CIAL SECURITY PAYMENTS ON AVERAGE SALARIES

erage Monthly rnings During rking Years On ial Security	Monthly Pension of Retired Worker At Age 65 or Older	Monthly Pension of Retired Worker and Wife, Both At Age 65 or Older
0 or less	$ 30.00	$ 45.00
50	32.50	48.80
70	43.50	65.30
00	54.50	81.80
00	60.00	90.00
20	63.00	94.50
40	66.50	99 80
50	70.50	105.80
80	74.50	111.80
00	78.50	117.80
20	82.50	123.80
40	86.50	129.80
50	90.50	135.80
80	94.50	141.80
00	98.50	147 80
20	102.50	153.80
40	106.50	159.80
50—or more	108.50	162.80

PLEASE NOTE: Payments under SS are figured to the next arest 10c; therefore, the "one-half" for wife does not always ure out to the exact penny but will go to the next nearest e figure.

EXPRESSWAY

(Continued from Inside Front Cover)

enue viaduct. North lane, similar to the south one, will be ilt. Middle picture shows triple 14x11-foot box culvert der construction. The culvert is about 780 feet long and rries Peters Creek from east of Hawthorne Road to near afton Street. The culvert is parallel to Expressway and us necessary as the width of available right of way is ited. Lima crane with 100-foot boom has proved most eful. Bottom picture was made looking east and shows ers in various stages of completion on Trade-Liberty reet viaduct.

ESTIMATES OF RETIREMENT PAYMENTS UNDER PRESENT STATE SYSTEM AND COORDINATED SYSTEM

(actual examples from case histories of employees of SH&PWC now employed)

Birth Date	Entrance to Service	Salary 1954-55	State System Estimated Ret't. At Age 65, Present Plan	State System Estimated Ret't. Age 65, Coordinated	Social Security	Total Pension Coordinated Plan	Secondary Benefits (Wife, 65)
9-12-93	6- 1-24	$3893.00	$109.53	$106.71	$103.38	$210.09	$51.69
5- 3 27	6- 1-45	3024.00	282.99	203.30	88.70	292.00	44.35
1-18-21	8- 1-47	2736.00	182.66	133.71	84.10	217.81	42.05
7-21-29	7- 1-48	2657.00	235.58	157.87	82.78	240.65	41.39
3- 3-06	1- 1-45	3278.40	95.49	74.52	93.14	167.66	46.57
3-16-97	8-28-22	5148.00	178.39	168.22	108.50	276.72	54.25

An attempt was made above to pick average employees, both young men and older, men with long service and lesser. You should note the ages of beginning into service, and birth dates, have quite a bearing on pension payments. Some above have about made their entire time now under the *complete 5% System*, meaning no matching of State Funds after age 60, meaning a small reduction in State payments under coordinated system compared with present system, but picking up a great deal in SS. A young man now will have very little time under the 5% System, meaning only a slightly higher payment eventually under the coordinated plan; however, that man pays no more at present and in the meantime has advantage of *survivor benefits* to wife and children in event of death, which benefit he does not have under the present State System, plus his secondary benefits (wife at age 65) under SS.

IN ALL CASES, consideration must be given to *survivor benefits* and to the *secondary* benefits, not available under the present plan but available under the coordinated plan.

FOR EXAMPLES OF HIGHER-SALARIED GROUPS, following same plan as above:

5- 7-02	10-23-23	6780.00	282.26	267.06	108.50	375.56	54.25
6-30-05	7- 1-20	6780.00	305.25	281.18	108.50	389.68	54.25
4- 1-95	7- 1-20	8964.00	286.77	288.83	108.50	397.33	54.25
9-15-95	8- 1-19	8112.00	240.13	237.76	108.50	346.26	54.25

ALL SALARIES IN BOTH GROUPS ARE BASED on continuance of the 1954-55 salaries; any increase means more; any decrease means less for the total payment.



ances Stephenson is her name
ter 20 years, she has gained great fame.

Back in '35 she joined the firm to work,
And since then her duties, she has never seemed to shirk.

Frances came in as a young chick
But today looks just as slick.

Her clothes always look neat as a pin,
As they rightfully should as she's surrounded by men.

Her right hand man is Setzer, we know
Together they make a team always on the go.

There are phone calls, typing and shorthand to take,

But Frances does all with never a mistake.

She has seen bosses come, she has seen bosses go,
But never from this joint has she seen fit to blow.

From Governor on down to poor ole typist clerk
We've all watched Frances work, work, work
And never to this day has she gone completely beserk.

Amazed, we've all watched her abilities grow,
And from her great courage to us did flow.

Congratulations says the mob,
For a grand twenty years on the job.

—By Doris Barham & Mary Lou Huffman

(Ed. Note: Frances is secretary to State Equipment Engineer Ivan Hardesty in the Raleigh Equipment office.)

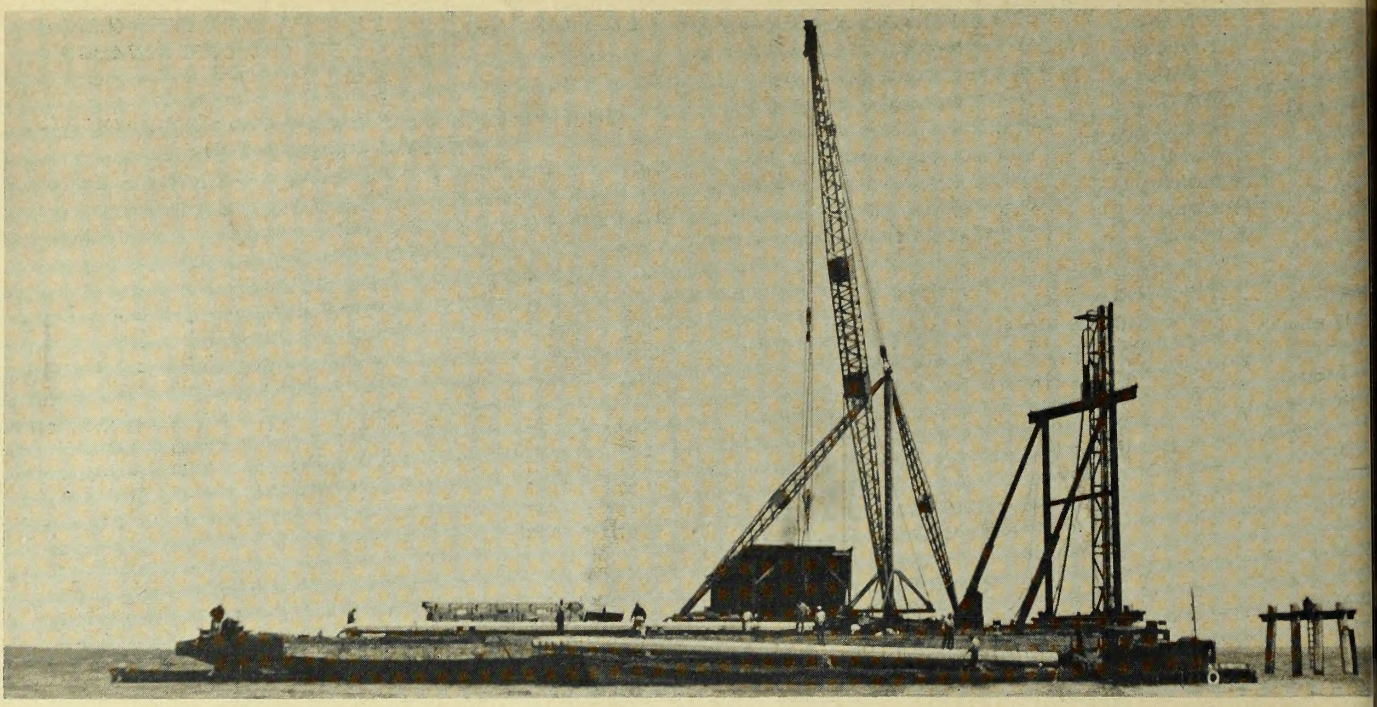


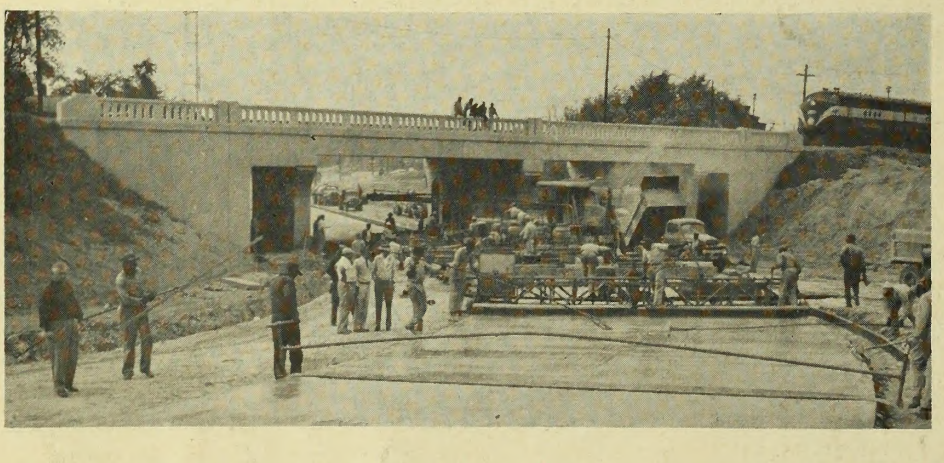
Photo by Bridge Engineer Jimmy N

A big pile-driving barge is being used to build the new bridge over the Croatan Sound. Mammoth octagonal precast concrete piles, ranging in length from 32 to 87 feet, are ferried on a barge to the construction site. There they are lifted by derrick onto the larger barge and then placed in the "leads" at right and driven by a steam-powered driving hammer. Just one of the 87-foot long piles, pictured above, weighs 18 tons!

The T. A. Loving firm of Goldsboro which is constructing the modern, new bridge has driven about one-third of the piles across the sound. When complete in another year or so, the bridge will be 14,265 feet long and have a 24-foot clear roadway. E. H. Baggs of Manteo is resident engineer; W. N. Spruill is First Division Engineer.

Building the 14,265-foot long bridge will require two 40-foot spans; 278 of the 42½-foot long spans; 32 of the 70-foot spans; and the channel span which is 130 feet in leng The channel span is to be a fixed through plate girder s providing navigation clearance of 80 feet horizontally 45 feet vertical clearance above normal water surface. other spans are of I-beam type with concrete floor and r on precast concrete pile foundations. The piles under 70-foot and 130-foot spans are capped two feet above nor water and post and beam piers extend from there to superstructure. Piles under the 40-foot and 42½ foot sp extend to a cap supporting the superstructure directly.

The quantities for the bridge include 14,657 cubic yard concrete; 5,887,780 pounds of reinforcing steel; 6,735, pounds of structural steel; 66,146 lineal feet of 20-f octagonal precast concrete piles; and 22,998 feet of 22-f octagonal precast concrete piles. Contract price for the bridge is $2,530,064.90.



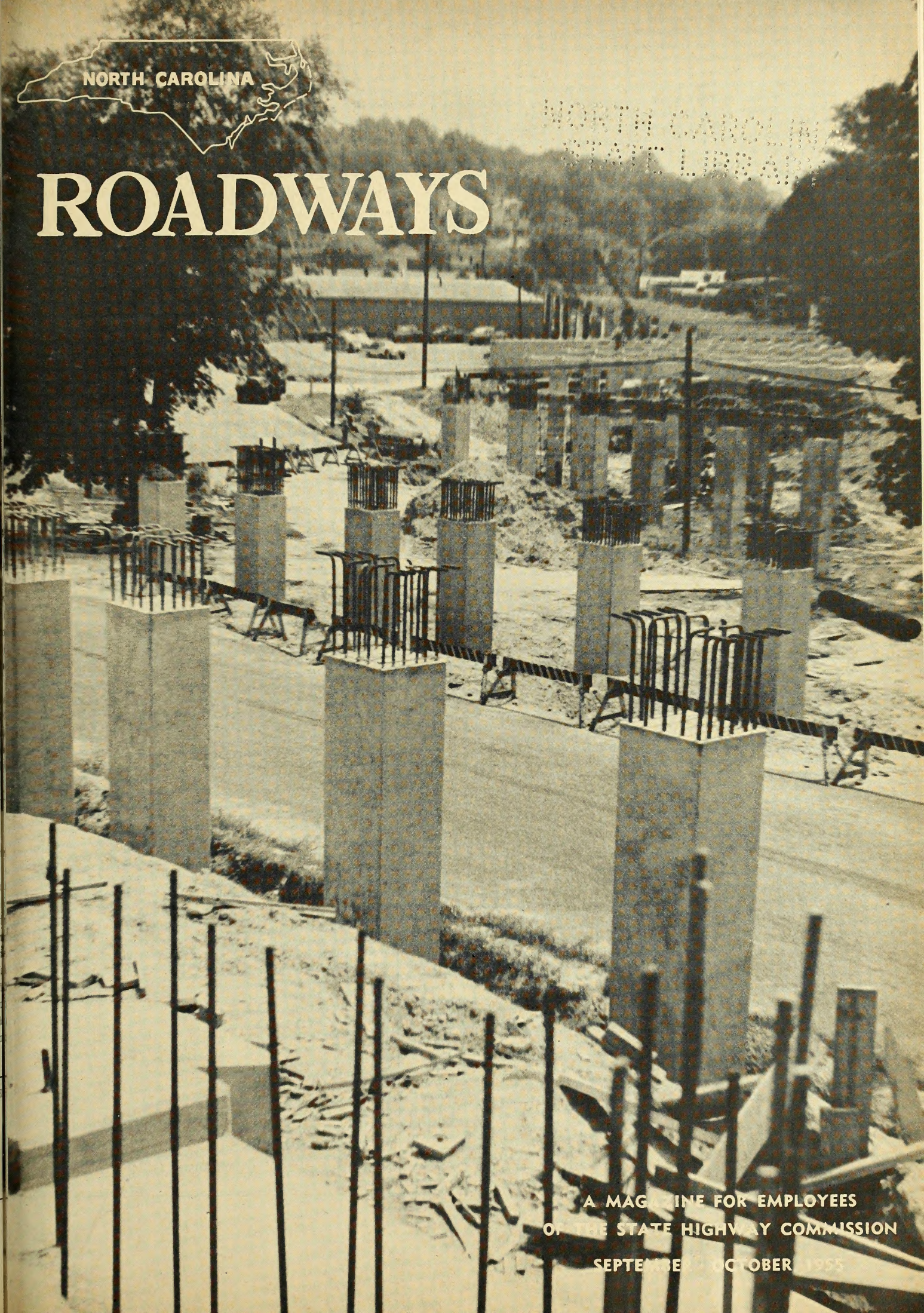
Raleigh Project

Work is nearing completion on pav the 1½-mile long Dawson Street pressway in Raleigh. The major mun pal improvement should be opened traffic by August 1. F. D. Cline Pav Company of Raleigh holds the contr for the portland cement concrete pav at an estimate of $378,000. The W County work is being done in the Fi where Hunter Irving is Division Er neer. K. G. Andriessen, man in d shirt at extreme left, is resident er neer on the job.

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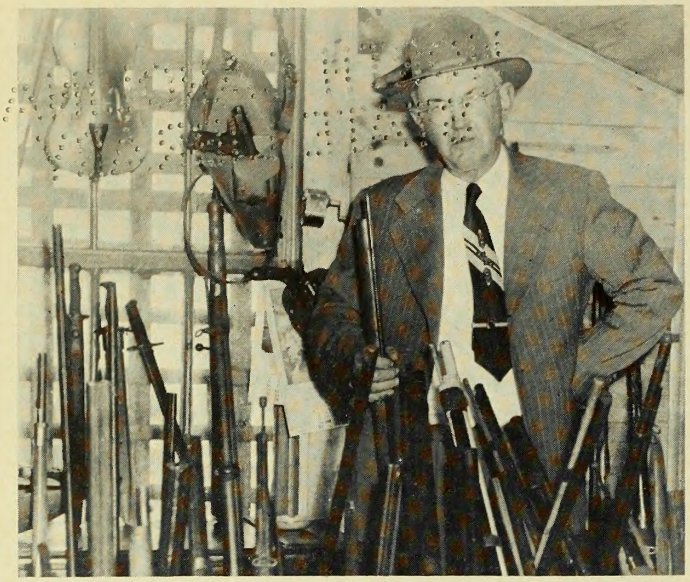


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ROADWAYS

A MAGAZINE FOR EMPLOYEES
OF THE STATE HIGHWAY COMMISSION

SEPTEMBER - OCTOBER 1955



Collects Ancient Firearms

Gun fancier D. M. Black of Cherryville numbers more than 85 antique guns in his collection. His absorbing hobby requires research and study. Before adding a gun to his collection, he asks, "Who made it? Where? Why? What's it worth?"

His hobby has given him an insight into the lives of earlier generations. Along the way, he has learned the history of the people, their progress, and the vital part that firearms played in the history of America.

The first primitive hand gun was invented in England about 1327. By 1490, the matchlock system had also been invented in England. When the Puritans came to America in 1628, they brought 90 Snaphouse (later evolved into the flintlock system) muskets and ten matchlock muskets. Firearms, then, were a necessity of life to provide food and protection. Guns were used to kill wild game as furs were one means of barter or exchange.

About 1547, the rifle had been invented. "Rifle" comes from the German word, "riffeln", meaning to groove. The barrel of a rifle contains a system of spiral-shaped grooves which cause a spinning motion of the projectile.

As the use of firearms increased, gun powder was invented. At the Battle of Kings Mountain, East Tennessee backwoodsmen carried the Kentucky Rifle which proved deadly for the British. The bullet was wrapped in greased buckskin as it was loaded into the barrel. The British were amazed at the fine marksmanship and precision of these frontier rifles. They imported a German rifle which was much inferior to the Kentucky Rifle. The musket was 11 guage and weighed 11 pounds. A good marksman might make 40 per cent of hits on a target the size of a man standing at 100 yards.

Another useful gun in the Revolution was the flintlock musket which was equipped with a bayonet.

Guns Play Important Part in American History

In 1835, Samuel Colt invented the revolver which today bears his name. By its inventions, America has given the world the rifle, the Pepperbox, the Deringer, and the Colt Revolver. These old weapons, invented to keep the peace are a noble reminder of those who blazed trails and push back the frontier to build a nation. The cotton plant carried a Deringer when he dealt with the profession gambler on steamboats that plied the waters of t Mississippi and Tennessee Rivers. The sheriff packed a C when he headed the Vigilantes for law and order. T Kentucky Pistol was the gun of the frontier fur trader.

Black is holding a Kentucky Rifle. Among his collectic he numbers the following antique guns: the Musketoon, i vented 1847, .69 caliber, smoothbore, total length: 40¾ inche Cadet Musket, 1851, .54 caliber, smoothbore, 40-inch barr total length: 55 inches; Remington Rifle, 1862, .58 calib 33-inch barrel, length: 49 inches; Springfield Rifle, 1868, caliber, 38-inch barrel, length: 52 inches; Harper's Ferry, 18 Rifle, .54 caliber, 33-inch barrel, length: 54 inches.

Black is employed at the Dallas Prison Camp. He h almost 20 years of service to his credit.

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Margaret Burk, *Editor*

The big, new Superhighway from Efland to the Thomasville pass is nearing completion. The 55-mile relocation of US 29 d 70 has been under construction for more than three ars. When completed, it will be one of the most modern ghways in the Southeast.

The Superhighway bypasses Mebane, Haw River, Graham, rlington, Whitsett, Greensboro, Jamestown and High Point. ties directly in with the dual-laned bypass of Thomasville ich has been open to traffic for several years.

Paving is being completed on the Superhighway which ould be open to traffic through its entire 55-mile length s fall from Efland to the Thomasville bypass. The Super- ghway is dual-laned from Thomasville to ½ mile east of 421, south of Greensboro. From there to Efland, the big d has been graded and paved as a standard 24-foot wide, aned highway. However, right of way has been acquired that a future parallel south or eastbound traffic lane, sep- ated from the existing north or westbound lane by a 30-foot le grassed median strip, can be built. The south lane will be lt when heavy traffic justifies it.

The new 55-mile length of US 29 and 70 has 50 major struc- es, including large culverts and all bridges with more n one 20-foot span. Of the 50 structures, 37 are grade arations where the new highway either crosses over or ler intersecting roads.

The Superhighway crosses four large streams — Deep River, ffalo Creek (twice), Haw River, and Back Creek. The ghway Commission acquired a 260-foot right of way oughout the entire project plus additional land for the ess ramps connecting with county roads and state high- ys. Service or access roads have been built parallel to the perhighway where local development has required it. Even- lly there will be no entry to or exit from the Superhigh- y except at the grade separations.

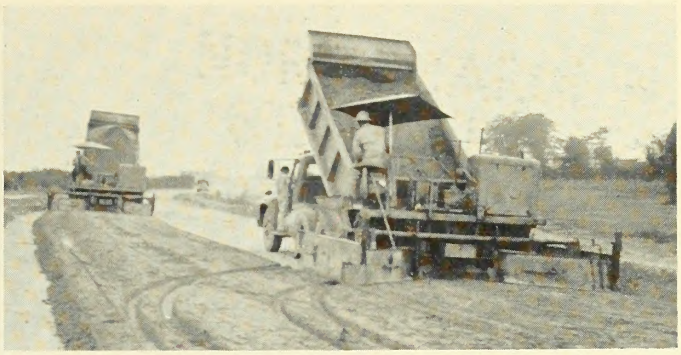
The new highway will be well-marked with signs to signal driver well in advance when he's approaching a point of ry or exit from the road. The highway has been designed that a driver has time to slow down, pull out of the main ffic stream and leave the road by making a right hand n onto a ramp at a grade separation.

New Signs Posted Along Highway

New signs proclaiming this is a "Limited Access Highway, trance drive by permit only from the State Highway Com- ssion" have been posted along the roadside. By controlling entrance and exit of the highway, the Highway Com- ssion hopes to preserve its brand-new direct relocation of 29 and 70 for many years to come.

This one feature—"Controlled or Limited Access"—pre- ves the most direct highway location and protects the blic investment in highway right of way. The through torist will be able to travel this mainline route in safety ause cars will be restricted from darting in from side ds and driveways. The grade separations eliminate the e hazards of crossing and entering roads.

A motorist wishing to find a tourist court or filling tion will be able to pull out of the main traffic stream o a parallel service road. The pattern for controlled ess highways results in a more attractive frontage for dside property-owners and provides motorist-customers e and uncluttered service roads to the places they seek reach. As the access is limited, traffic will become ac- tomed to turning off the main highway into service roads.



—Photo by Margaret Burk

Two spreaders place a stabilized aggregate base course on the last link of the Superhighway, a 55-mile relocation of US 29 and 70 from the Thomasville Bypass to Efland. The big highway should be completed soon and opened to traffic this fall. The base will be paved with a bituminous surface treatment.

Efland-Thomasville Road Opens to Traffic Soon

The U. S. Bureau of Public Roads reports on a national basis that available comparisons indicate that the "controlled access" feature on rural highways resulted in one-third the rate of fatalities and one-half the rate of accidents compared to a standard rural highway without control of access.

"Controlled Access" is one of the best tools in the engineer's safety kit. It is designed to reduce obstacles to the free, uninterrupted flow of through traffic by eliminating or restricting entrances and exits to the adjacent property by limiting the number of connections with high-speed main highways. Entrances and exits are provided at only certain predetermined points of safety.

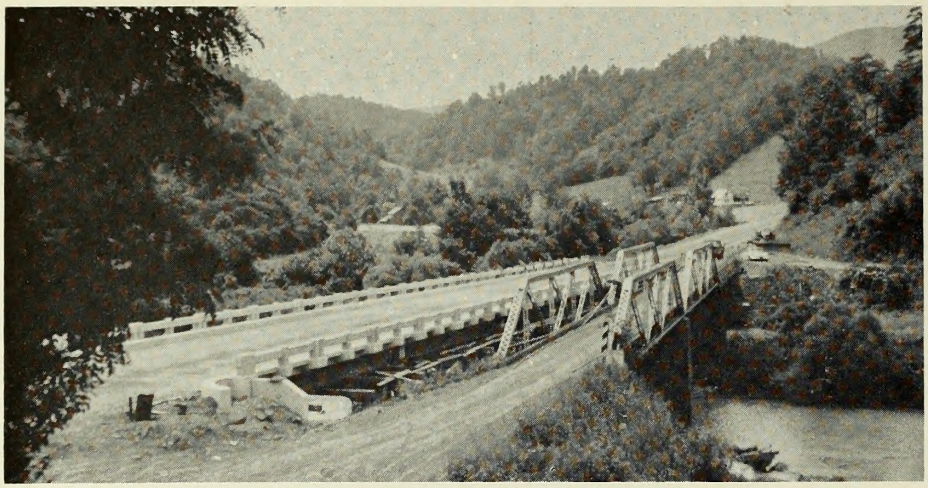
Ribbon Development Chokes Road

Lack of access control cuts the carrying capacity of a highway by 50 per cent in rural areas and up to 70 per cent in urban areas. The arterial highway that was originally built for through traffic soon loses its value as the adjacent roadside is built up and slowly chokes the highway with roadside congestion. In a few years, there's a through high-speed highway pockmarked with posted speed limits of 35 to 45 miles per hour and reduced to a business street.

When this happens, it's an expensive proposition for the Highway Commission to go back in and build another highway on an entirely new location, often parallel to the original and often more direct but congested route. If this is allowed to happen, the State will eventually exhaust its most direct highway locations.

In terms of traffic use, the "controlled access" highway will cost less in the long run than the conventional design roads. The State can design and build a standard two-lane highway with good alignment and sight distance that can adequately carry 4,000 vehicles per day. However, if more

(Continued on page 4)



The old and new in bridge construction stand side by side on NC 194 between Warrensville and Bina in Ashe County. The old, narrow, one-way 11-foot wide bridge on right has since been dismantled. The new bridge, at left, has a 26 foot clear roadway and is 270 feet long. The new structure has a concrete sub and superstructure with steel I-beams and concrete floor and handrails. The new bridge over the north fork of the New River as well as a double 6 x 7-foot reinforced concrete box culvert was built by J. R. Kirby and E. S. Pinson for about $50,960. C. S. Lewis of North Wilkesboro was resident engineer.

Two Roadside Parks Renovated Recently

Landscape Engineer Frank Brant reports that two of the State's 15 roadside parks have been modernized by the installation of permanent up-to-date restrooms and drinking fountains. The recently modernized parks are located on US 17 between Vanceboro and New Bern and on US 19, just west of Soco Gap in western North Carolina. Construction will start soon on installing modern restrooms and drinking fountains in the park on US 421, just south of Clinton.

In June, a beautiful roadside park was completed on the new four-laned mountain highway (US 70) between Old Fort and Ridgecrest. Like several of the other roadside parks in the mountains, it is situated in a cool, wooded cove next to the highway.

All of the parks are located on heavily-travelled mainline highways. Each is usually located in a grove of trees, visible but away from the noise of the main highway. Each has a protected drinking water supply, sanitary restrooms, picnic tables and benches, outdoor fireplaces, and covered garbage cans. Wood for building fires in the outdoor ovens is even furnished and neatly stacked. Maintenance forces of the Landscape Department police the parks daily.

The Landscape Department under the capable direction of Frank Brant has done a fine job of building a maintaining the parks for the pleasu of the motoring public. Star the follo ing spots on your State highway m where the parks are located: US between Supply and Bolivia; US 17 tween Vanceboro and New Bern; US west of Soco Gap; US 64-70, east Claremont; US 70 between Ridgecr and Old Fort; US 220, north of Ellerb US 221, south of Woodlawn; US 2 west of Blowing Rock; US 221-441, w of Deep Gap; US 301, north of Lumb ton; US 421 at the Yadkin River, w of Winston-Salem; US 421 betwe Clinton and Delway; US 421 at t Inland Waterway, north of Caroli Beach; and US 441, north of Cherok

Geologists To Mee

Plans are being made for a Sympo on "Geology as Applied to Highw Engineering" by the Geology section the Division of Materials and Tests. T meeting to be held in Raleigh, Februa 1956, is being jointly sponsored N. C. State College and the Highw Commission.

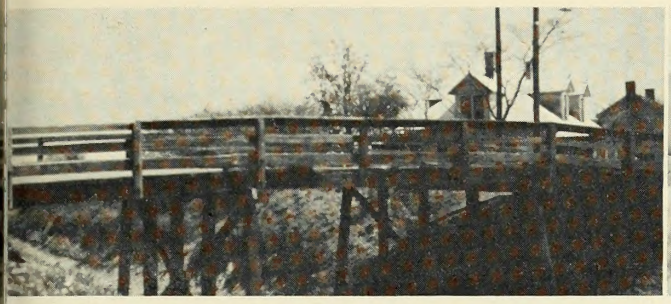
Chief Materials Engineer C. E. Pro ley, chairman of the planning comm tee, says it will be the seventh s meeting, but the first to be held North Carolina. It should draw geo gists and highway engineers fr neighboring states as well as from O and Pennsylvania.

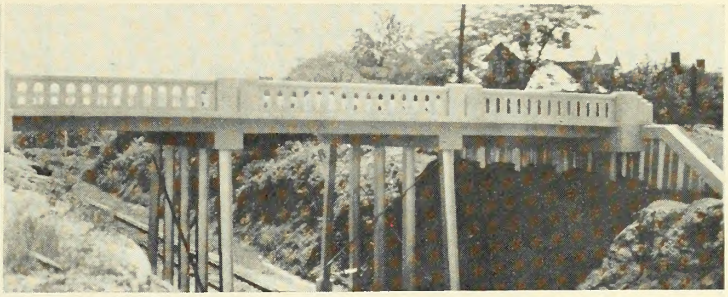
Other members of the planning c mittee include A. C. Dodson and J. Brandon, Geologists for the Comm sion; Dr. J. L. Stuckey, State Geologi Dr. William W. Austin, Director, Mine Industries Division; Dr. R. E. Fad head of Civil Engineering Departme and D. B. Stansel, College Extens Division, N. C. State College.





The Ninth Division has a new division office and a new division shop in Winston-Salem. The office is located at 2125 Cloverdale Avenue, about four blocks west of US 158 junction with Hawthorne Road on the west side of Winston-Salem. Lloyd Cutting of Bridge Maintenance directed the construction of the division office which is a modern one-storey 119 x 50-foot building. Inside, there's a small lob conference room, filing room, and 11 offices which open a length-of-the building corridor. Downstairs, there's of space for the construction and location men. The new di sion equipment buildings, designed and built by highw employees, are located near the Forsyth prison camp.





The old 68-foot long timber bridge on the left was torn wn to make way for the sleek new bridge, at right, on the ne alignment, at Waco over the Seaboard tracks. The new ee-spanned bridge was built of a steel pile substructure with a reinforced concrete slab superstructure. The new county road bridge is 60 feet long and has a 28-foot clear roadway with two three-foot sidewalks. Wilson Construction built the bridge. W. A. McNeill was Resident Engineer.

peed Zones Re-Marked

An extensive re-signing of the State's ed zones on paved primary highways d secondary roads in rural areas has en completed, Traffic Engineer Robert rch reports.

More than 1,000 speed zone locations rural areas and towns, with less than 00 populations, were thoroughly died and reclassified by the highway ffic engineering staff. As a result, a al of 15,000 posts and signs have en erected across the State by the vision Sign Supervisors and their men.

The speed zones mean just what they . They have been posted with the ximum safe driving speed. The new ns take out the former tolerance. Inad of posting a 25 m.p.h. sign and ping that a driver will slow down 30 or 35 m.p.h. which might be the e safe maximum speed, they've posted h an area with a 35 m.p.h. sign which ans 35 and no higher. The new speed ns make no allowance for the driver o merely slows down and doesn't nply with the exact posted speed.

Newly-Worded Signs

The old "Speed Zone Ahead" sign has en replaced by a new "Reduce Speed ead" which must be posted 600 feet advance of a restricted zone. A new esume Safe Speed" sign replaces the d "End of Speed Zone" which is still dely used in many other states. Critics y "End of Speed Zone" is so worded to courage a driver to suddenly speed and to think he can go as fast as he es. The new "Resume Safe Speed" tisfies such complaints, signals the d of a restricted speed area, and yet esn't imply that excessive speed is fe.

No survey was made of speed zones on e highway system within towns of more than 2,500 population which usually have personnel and facilities to make their own survey.

The survey showed that some speed zones were improperly marked; that not enough signs had been posted in the restricted area. Others had no legal basis; they had no legal status or ordinance on record. The unreasonable restrictive speed zones were eliminated. All the new zones were placed on a reasonable, uniform basis.

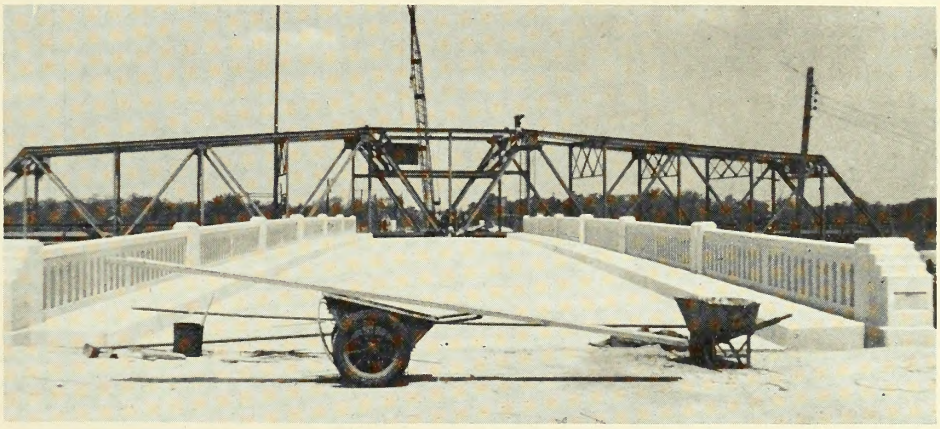
Only Three Ranges

The old conglomeration of 50, 40, 30, 25 and 15 m.p.h. speed zones were simplified by posting only three ranges —35-45-55 m.p.h.—outside the usual 20 m.p.h. sign in business districts.

There have been some complaints—mostly from residents of areas where the speed zone has been increased from 35 to 45 m.p.h. So far, there have been no complaints where entirely new speed zones have been set up.

The zones were rated on the following bases: 85 percental speed (the speed that 85 percent of the motorists drive at or below through the particular area), roadside development, pavement surface and coefficient of friction, the existence of schools, available sight distance, horizontal curvature, prevalence of pedestrians, and the Ball Bank Indicator reading.

To maintain a free flow of traffic, the Traffic Engineering Department did away with many unnecessary and obsolete speed zones. They have been fair to the through motorists and not imposed any undue restriction. Some zones were abolished, others were increased, some reduced and many new ones were put in after their comprehensive survey.



New bridge over Inland Waterway at Sears Landing between Hampstead and Topsail Island was nearing completion before Hurricane Connie. Construction, begun in February, 1954, was considerably delayed by Hurricane Hazel. High water at time destroyed a great deal of the contractor's materials and damaged the unfinished fender system. After the storm scoured the east bank, it was necessary to add 70 feet to the approach on the east. The electrically-controlled swing span is 250 feet long. When complete, the new bridge will have a 24-foot wide clear roadway with three-foot wide sidewalks on each side. L. T. Mercer of Jacksonville, resident engineer on the bridge, took this picture.

COVER PICTURE

The piers for the big 1,450-foot long bridge on US 158 over Cloverdale Avenue on the west side of Winston-Salem are pictured on the cover. The extensive urban highway project is 1.63 miles long; of this, .42 mile is structures alone.

When complete, the Expressway will be four-laned, divided by a raised median strip. With full control of access, there will be no cross-overs between opposing lanes of traffic. Entrance and exit will be on the ramps at the grade separations. The four lanes spread to six lanes for deceleration lanes at the interchanges. The big city project has been designed for right hand turns only. On a joint bid, Sanford Construction Company and J. K. Cecil and Son are doing the work. W. S. Sizer is resident engineer. The grading and structures are scheduled for completion by January 1, 1957.

Design Engineers Promoted

James D. Duncan and Lester H. Brown, design engineers in the Raleigh Roadway Department, were recently promoted to squad leaders. Each will direct a squad of engineers in drawing up the plans and specifications for projects let to contract.

Duncan has been with the Highway Commission for 15 years. He has done field work on location, roadway construction, and bridge construction. Educated in the Raleigh high schools, he studied engineering at State College.

Brown has nine years of highway experience. He was educated at Wake Forest High School and studied engineering at State. During World War II, he served three years in the Marines. He attributes much of his on-the-job training to T. G. Moody who was his squad leader before Brown's promotion.

Address Changed?

Help us keep our ROADWAYS mailing list up to date by sending us your correct address on a post card. We need to know both your old address as well as your new address.

Address the card to ROADWAYS c/o State Highway Commission, Raleigh, N. C. Then **print**: Please change my address from (old address) _____ _____(street and number or post office box number),_____(city or town) to (new address)_____ (street and number or post office box number),_____ _____(city or town). Then print your name as it now appears on your mailing label.

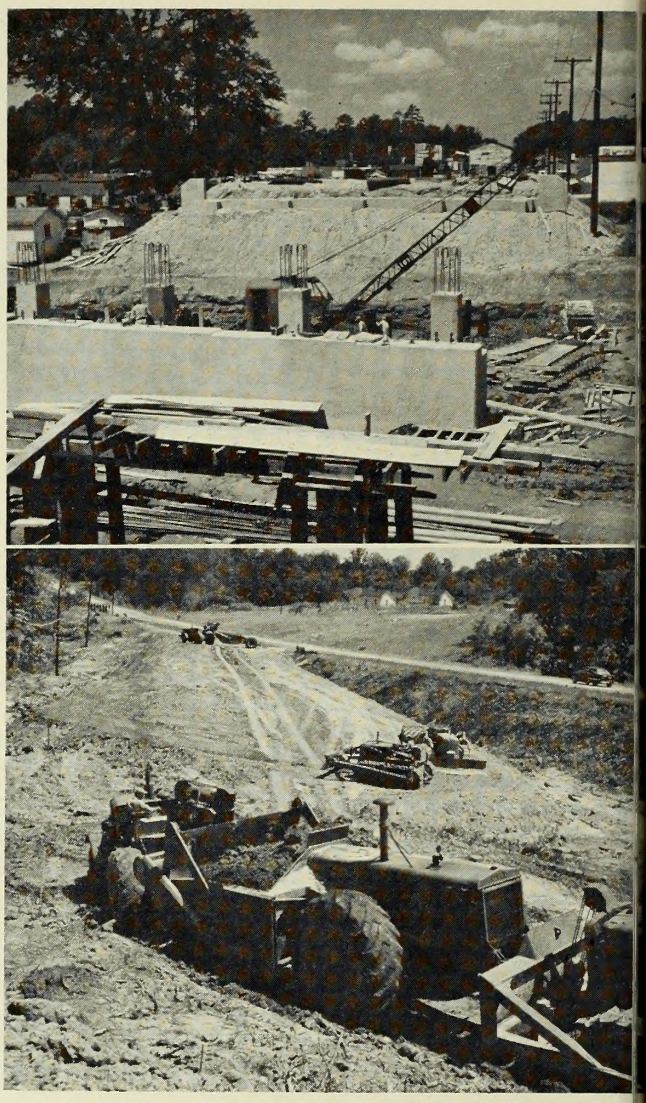
Efland-Thomasville Road

(Continued from page 1)

right of way is acquired, the State builds two more lanes separated from the original road by a 30-foot grassed median strip, the carrying capacity of the highway is upped to 20,000 vehicles per day.

If right of way is acquired for a four-lane divided highway and its access is controlled with parallel service roads entering only at designated safe points, the highway can safely carry up to 30,000 vehicles per day.

"Controlled Access" guarantees the continued use of a highway as a heavy-duty, through-traffic facility. It is the most economical method of protecting the tremendous investment being made in modern highways. It contributes to the orderly development of adjacent properties and the general land-use pattern. By separating opposing traffic streams as in the Super-highway section from Thomasville to Greensboro, head-on car collisions are eliminated. With grade separations, intersection accidents are impossible. Rear-end collisions resulting from stop and go traffic is lessened.



—Photos by Margaret Burk

Two views of two-mile relocation of US 29 on east side Greensboro are shown above. Top picture was made of p and footings for grade separation of East Bessemer St from new 29. The structure will have a 48-foot clear ro way with sidewalks. Underneath, US 29 will have a 76- wide roadway, including a raised median strip.

Bottom picture shows several pans being used in hau dirt for the approaches to a grade separation of US 29 the road to White Oak, on the north side of Greensboro. interchange will be one of three such structures in the mediate area to separate traffic from Summit Avenue Henry Boulevard, Phillips Avenue and White Oak.

The six-laned highway facility has been designed to ca up to 40,000 vehicles per day on this busy north-south h way. With full control of access throughout the wh project, the through motorist will have a straight d through the eastern outskirts of Greensboro. All in secting streets will be dead-ended except where gr separations will be built. J. H. Brinkley is the struct contractor while J. K. Cecil and Son is doing the grad R. L. Hickerson is resident engineer.

Funds Distributed

Powell Bill Funds totalling $5,711,-17.71 are being distributed among 398 corporated, active, eligible and quali-ed municipalities. The allocation is erived from ½¢ per gallon on the total gross 6¢ gasoline tax (less refunds) $68,594,600.40 in fiscal 1954-55.

Half of the allocation is divided nong all the qualified municipalities n the basis of relative 1950 U. S. ensus population. The population of l eligible and qualified municipalities rovided a per capita rate of $1.88 this ear.

The other half of the allocation is vided among all the qualified munici-alities on the basis of relative mileage non-state-system or local streets com-ying with the Powell Bill Act. This alf, in turn, is divided by the total ngth of all such streets to provide a r mile rate of $472.65 this year. The 955 allocation brings the five-year tal of Powell Bill allocations to 25,839,677.02.

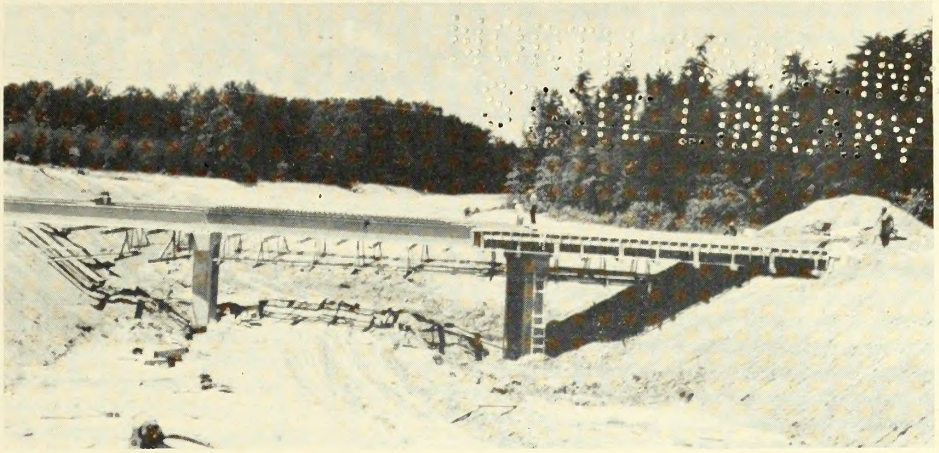
Manual Delayed

Chief Locating Engineer R. Getty Browning reports that the new manual of instructions and procedures for location employees is not yet ready for distribution. His department has had to turn down several requests for copies of the manual since it is being checked in the field for final revisions.

Tarvia Jones Returns

H. D. (Tarvia) Jones, a former Direc-r of Safety with the Commission, has eturned to this position. During his rmer service, the Highway Commis-ion held the national record for the west accident frequency rate of any ighway department in the nation.

Long interested in safety, he has een serving on the Public Employees afety Section of the National Safety ouncil for the past six years, being a irector-at-large this year. A member f the Safety Committee, Highway laintenance Employees of the National esearch Council, Jones is a registered ngineer, a former president of the N. C. ociety of Engineers and the N. C. ociety of Safety Engineers.



—Photo by Margaret Burk

Work is progressing on the 5.3-mile long relocation of US 29 to bypass Reidsville on the west side. Above picture shows grade separation to carry US 158 over the project. The work involves moving 560,000 cubic yards of excavation and building four grade separations. Structures are being built to carry the project over NC 87, under Wentworth Street and under NC 14. H. F. Ramsey is the grading contractor; Jesse Coble is building the structures. Carl Painter is the resident engineer.

Employees Praised

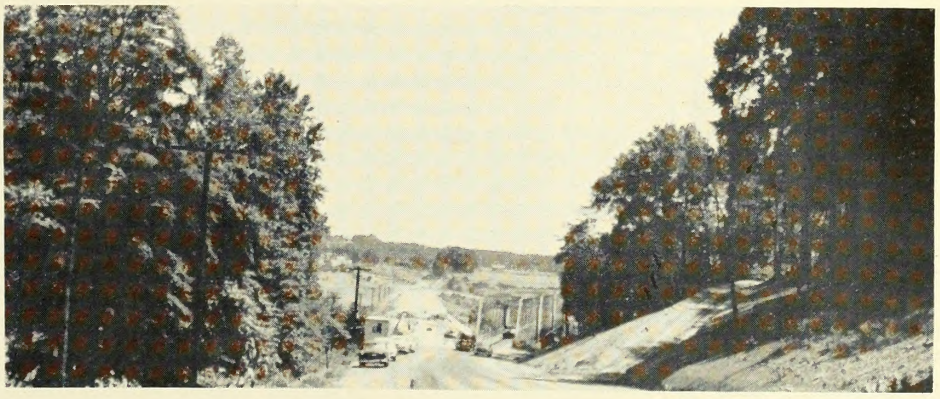
At the August Commission meeting, Chairman Graham thanked the Commissioners and personnel of the First, Second and Third Highway Divisions for the full-time service they rendered residents in their divisions during Hurricanes "Connie" and "Diane." He cited the long hours, day and night, put in by highway personnel.

He said they had done a "marvelous job by preventing casualties. We're proud of our personnel during this critical and serious time," he added. "It is a remarkable achievement that North Carolina had no loss of life during the hurricanes. It is a compliment to the Civil Defense agencies which organized and worked so well together."

Emmett Winslow of the First Division reported on the fine work of prisoners who sand bagged and saved several Nags Head cottages. He said the public appreciated the round-the-clock work of road forces to keep the roads open.

Maynard Hicks of the Second reported that the Atlantic Beach area was the hardest-hit in his area. He commended highway employees and prisoners for their hard work.

Heide Trask of the Third told of highway workers helping to evacuate beaches in the Wilmington area. He said everyone cooperated and he thanked the highway employees who worked so hard to open and clear the roads.



—Photo by Margaret Burk

Modern, new bridge, on left, is nearing completion on NC 700 over the Dan River about 1½ miles below Draper. It will replace, narrow one-way bridge and sharp curve at right.

The new bridge will have a 28-foot clear roadway and will be 520 feet long. Old bridge was built in 1915 and is restricted to a six-ton load limit. Rea Construction Company is building the bridge; Gilbert Engineering Company is grading and paving the approaches. Carl Painter is resident engineer.

N.C.S.H.E.A. Association News

Vol. 5—Edition 9 September, 195

NEW UNIT OFFICERS FOR FISCAL YEAR 1955-56—listed in order as Unit Chairman, Unit Vice-Chairman, Unit Secretary-Treasurer: # 1, W. M. Smith, R. C. Bunch, R. L. Turner; # 2, C. D. Bass, C. W. Snell, E. D. Credle; # 3, W. M. Ingram, R. V. Biberstein, R. A. Ashworth; # 4, John Davis, R. W. Dawson, Donald Woodard; # 5, Karl G. Andriessen, M. S. Hodges, J. M. Webb; # 6, J. W. Upton, E. B. Tomlinson, W. L. White; # 7, R. L. Cox, J. I. Lynch, A. L. Coltrane; # 8, E. C. Darden, J. E. Gregson, Mrs. Peggy Wilson; # 9, R. B. Fitzgerald, O. K. Stephens, S. V. Fulton; # 10, P. R. McCorkle, Harry Long, A. M. Buchanan; # 11, J. E. Doughton, Ralph Bradshaw, W. J. Brookshire; #12, P. D. Miller, Clyde McRee, Mrs. Lois Knox; # 13, G. E. Baskerville, Harold Stallcup, Paul Robinson; # 14, Paul DuPre, C. W. Rink, C. J. Beck; # 15, John McElveen, R. G. Setzer, Florine Boone. Splendid selections in every case—our Association continues in the hands of good leadership.

EXECUTIVE ORDER issued by Gov. Hodges on June 8, calling for referendum on October 26 for purpose of vote on coordination of our State Retirement System with Social Security. Nathan H. Yelton, Executive Secretary of our State System, has been designated as the individual to hold, supervise and conduct the referendum ordered. It is his plan to have an officer selected in each agency, who will be authorized to appoint as many assistants as necessary to handle the ballot on local levels throughout the State and to certify the results to the Retirement System, and Earl Crump, Personnel Director of SH & PWC has been designated to handle our ballots.

THE QUESTION TO BE VOTED ON SHALL BE AS FOLLOWS: "Shall services by employees of the State of North Carolina who are members of the Teachers' and State Employees' Retirement System, under the provisions of Chapter 135 of Volume 3B of the General Statutes as amended, be included in the agreement between the State of North Carolina and the Secretary of Health, Education and Welfare of the United States, providing Social Security coverage for the State, such inclusion to be effective January 1, 1955? ( ) Yes ( ) No."

BALLOTS will be secret, written ballots. A majority of the members of the State System *must vote in favor* for the proposal to carry successfully, meaning that we are voting against the registration. A person not casting a ballot will in effect be voting against the proposal. Absentee ballots will be allowed for those employees who will be on vacation, or who might be away from duty on account of illness, jury duty, military duty, or for other legitimate reasons.

AT THIS WRITING DATE division-wide meetings have been held in Divisions throughout the State, including the Raleigh Area, with the exceptions of Division 7, 12, 13, and 14. By the time you read this, meetings will have been held in Division 7, 13 and 14, and it is now planned to have meetings in Division 12 in October. At each meeting representatives of the Social Security Administration, State Retirement System, the Raleigh Office, and your Highway Employees Association have been present to conduct a program of explanations of the proposed plan, followed by a question-answer period. It is felt these meetings have been well worthwhile in clearing up a great deal of misunderstanding on the part of many of the employees, and our thanks go to the Highway Commission, the Chief Engineer and the Chairman, for allowing these meetings to be held on regular work-time.

A MOST VITAL DECISION to be made by the employees. We sincerely hope that every eligible member will vote on October 26, and vote an honest conviction—not vote either way just because somebody else did. Make it your duty to determine the facts in this proposal, how it will affect you and your family, and cast your ballot accordingly. You will not have an opportunity to vote on this question again next year, so the final decision is up to you on referendum date. A great deal of thought, study and work has gone into the proposal, in the drafts of the bills as passed on by the General Assembly, and it is firmly believed that this coordination proposal is as near perfect as could be obtained. It has been approved in content by the Actuary, the Board of Trustees, the Attorney General's Office, this Association and the State Employees' Association. REMEMBER, under the law, if we vote to coordinate, we will continue to have 20-year vested rights, 30-year re tirement privileges, 60-year age retire ment privileges, and full disability re tirement privileges as in the past; al service prior to January 1, 1955, remain intact; all funds paid into the Stat System prior to January 1, 1955, re main to your credit and can be with drawn upon separation as in the past all contributions to the State Systen after that date can also be withdraw on separation if desired; the only fund sent to SS will be 2% of the first $420 annual salary after January 1, 1955.

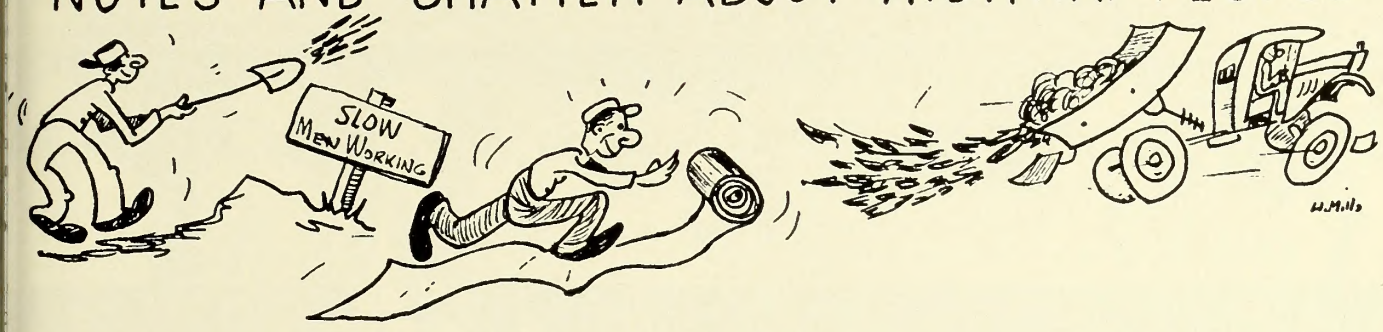
THE DECISION IS UP TO YOU—th majority must rule. Make it your dut to determine the facts and vote accord ingly. Don't come back next year an make the statement that you woul have done differently had you onl known the facts—they are available t you NOW through this office, Mr. Crump Mr. Yelton, or the Social Securit Administration.

"GRIPES" STILL COMING—alway expected when time to collect due again. Some saying the Association i not working, we did not get a raise thi Legislature. Do you honestly expect a raise every year? Do you honestly expec to pay $4 dues and be guaranteed a $10 annual raise? Do you realize, or will yo admit that we gained a real victory i the past Legislature by being able t hold our own gains, and not have a actual salary cut as well as the loss o increment funds? We would not hav opportunity to have information fur nished us on the coordination progran in the manner in which it now is if w did not have an Association. Who woul represent you, as a State-wide group before Legislative Committees, the Re tirement System, the Personnel Council if you did not have the Association? Would you be enjoying some of the benefits you now enjoy, some of the better working conditions you now en joy, if you had not had the Association? Did somebody come along and simply make you a gift of these benefits, with out our even asking for them? THINK ABOUT IT A LITTLE—if you are not a member, just remember that the vast majority of your fellow workers are, and they are paying for your share—is that fair? Could it be possible that all the other thousands are wrong, and you are the one that is right? We don't think so.

Otis Banks, Secretary

TAR WHEELS

NOTES AND CHATTER ABOUT HIGHWAY PEOPLE

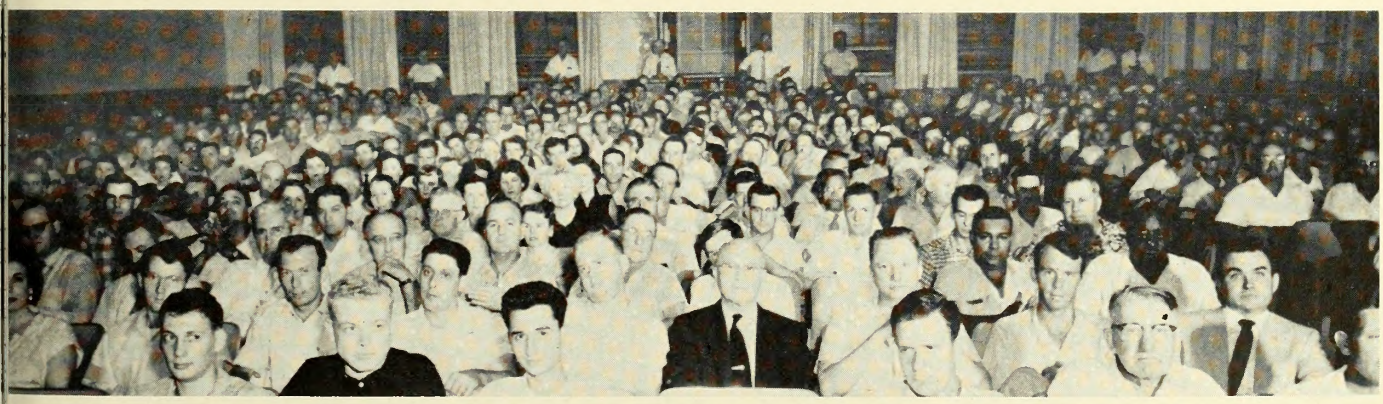


HEADQUARTERS

ROM STATISTICS . . . The following
:s, with their destinations, have been
vacation: *A. G. Nicks*, Luray Caverns,
ginia; *Leroy Edwards*, Washington,
C.; *Jane Cameron*, Hickory; *Blanchie*
dley, Washington, D. C., Baltimore,
New York; *Mildred Thompson* visited
sister in Virginia; *Bob* and *Belle*
ley, Myrtle Beach; *Flora McDonald*,
antic Beach; *J. D. Bradford* and
ily, Myrtle Beach; *L. V. Jay* drove his
ily to California where they visited
brother and uncle; *J. S. Burch* with
wife and younger daughter spent ten
s touring the New England States;
ncho" Gonzalez spent four weeks visit-
his parents at their home in Cuba;
an Moore and wife visited in South
olina; and *John* and *Margaret Hon-barrier*, Asheville . . . *Guy Farmer* has moved his family into a new home on Canterbury Road . . . *Ray Brincefield* also moved his family into a new home on Myers Street in Belvidere Heights . . . *Joan Harmon* is "*Tilly*" *Bevacqua's* new secretary . . . For the first time in several years, *D. C. Fussell* had all three of his attractive daughters home at the same time for a visit; they came from Germany, Japan and Baltimore for the visit . . . *Roy Cooke* resigned to work with the Chevrolet Company in Apex . . . Hubert and *Dot Turner* have a fine baby girl who was born August 13 . . . *John Smith* spent two weeks training with the Army Officers Reserve at Ft. Benning.

BRIDGE NEWS . . . Welcome to *Kenneth Horton* who has transferred from the Fifth Division to the drafting room; and also to *William C. Hagwood* who replaces *Paul Harmon* who resigned recently . . . Hydrographic Engineer *W. S. Winslow*, together with his wife and daughters, Ann and Edith, journeyed to Mississippi for the wedding of their son, Paul, to Clare Weissinger, August 6; *Winslow* was his son's best man . . . *Mr.* and *Mrs. C. B. Patton, Jr.*, became the proud parents of their fourth child, and second son, July 8; the baby was named John Richard . . . August 2, the second daughter, and fourth child, was born to the *A. L. Barnetts;* they named her Dianne Ethelyne . . . *Mr. and Mrs. Fred Collins* and twin daughters have moved into their lovely new home in Cary . . . *Durwood Hill, Jr.*, spent two weeks vacationing in New York and Canada.

ON LOCATION . . . *J. W. Birdsall* has been transferred from the field to work in the Raleigh office . . . *David Pittard*, a temporary summer employee, returns to college in September . . . *Louise High* cut



The August 5th meeting of the NCSHEA in the highway lding auditorium in Raleigh was typical of the recent etings held all over the State. Purpose of the meetings s to acquaint all highway employees with the facts on the proposed merge of the federal social security with the State Retirement System. A State-wide referendum will be held Wednesday, October 26, so that all State employees can vote on the important question.



June 29, the Carolinas' Branch of Associated General Contractors entertained highway employees at an annual barbecue near Raleigh. It was a fine outing which highway folks look forward to from year to year.

Top left picture gives an overall view of the big crowd lined up for the barbecue supper. Top, right, shows Jewel Kidd of Public Relations, Trulah Page of Right of Way, Louise Bernard of Central File Room, Freda Webb of Accounting, and Flora McDonald of Statistics.

Middle row, from left, see Mr. and Mrs. Bob Austin (our AGC host), and Highway Chairman A. H. Graham. Next, see A. E. Bevacqua and L. V. Jay of Statistics, Dr. R. E. Fadum, head of Civil Engineering at State College, Traffic Engineer Robert Burch, Henry Breuer of the Bureau of Public Roads, and Graham Egerton of Bituminous Department. Last picture on right was made of L. E. Whitfield and C. A. Hasty, Division Engineer and Commissioner of th Sixth respectively; and B. F. Russell of the E. F. Crave Company.

Bottom left picture shows a group of engineers. Fro left, that's Hydrographic Engineer W. S. Winslow, Fift Division Engineer Hunter Irving. Traffic Engineer Robe Burch, Bituminous Engineer Tom Fahnestock, Second D vision Engineer R. Markman, Twelfth Division Engine E. L. Kemper, Thirteenth Division Engineer W. M. Corki Sixth Division Engineer L. E. Whitfield, First Divisi Engineer W. N. Sprnill, District Engineer Merle Adkins, a Principal Right of Way Engineer T. B. Wilson.

Bottom right picture shows Highway Personnel Direct Earl Crump surrounded by four of his pretty assistant From left, see Megan Goodwin, Betty Lloyd, Crump, D Medlin, and Sarah Crawford.

her vacation short at Southport when "Connie" hit . . . *Jane Campbell* spent a week in Florida . . . *Louise High's* son, Roy Shelton, enters Carolina as a freshman this fall.

TRAFFIC ENGINEERING . . . *Ruth Parkerson* spent two weeks at the beach; *Letty Lyles* filled in while she was gone . . . *William A. Ward* spent a week at his home in Darlington, S. C. . . . *R. J. Dodge* spent a July week at Holden's Beach . . . *Emily Brown* vacationed with her family in Wilmington; they drove to Myrtle Beach and Brookfield Gardens for a brief visit.

PERSONNEL . . . John and *Bonnie Broadwell* have a brand-new son, Kenneth Perry, who was born August 6 . . . Roy and *Dot Medlin* with daughter, Sandy, spent a week in the Blue Ridge Mountains . . . *Sarah Crawford* and *Betsy Lloyd*, summer employees, are returning to Carolina this fall; *Megan Goodwin* returns to Meredith.

MAINTENANCE Engineer *B. W. Davis* spent a week at Wrightsville Beach.

CONGRATULATIONS to *Oleta Hanner*, secretary in Bridge Maintenance, who was married to James E. Grem in Rock Hill, S. C., August 22.

EQUIPMENT . . . *Doris Jean Barham* resigned recently; she was replaced by *Beatrice L. Harrison* . . . *Bob Setzer* attended the wedding of his niece in Richmond, Virginia . . . Several men have been employed at the Depot: *Lenzo Royster, Curtis Simmons, Robert V. Pierce, Thomas R. Freeman, W. M. Marshburn, R. L. Pearson*, and *W. M. Perry* . . . *Richard Tharrington, Douglas Nowell* and *Jimm Cosby* are back at the Depot after servi in the Armed Forces . . . *Chloe Je Setzer* was a temporary typist this su mer.

TWO MEN in the Soils Laborato *Wiley Brown* and *Calvin Mitchell*, a tended National Guard Camp at Fo Bragg for two weeks . . . Wiley Stephe son took a week off.

HIGHWAY Purchasing . . . *Bill Reav* and family's vacation was rudely inte rupted when "Diane" chased them the beach . . . *Olene Ennis* plans to vis her sister in Calvert City, Kentucky . *Mason and Leona Sidberry* spent t weeks driving to Canada and Detroit . *Lillie Bell Hunter* vacationed at Bea fort and Ocracoke before "Connie" hit . The *J. M. Potters* toured the Great Smok

)untains . . . *Sally Young* spent here ne-off at Beaufort, Ocracoke and Nags ead . . . *Reapa McDaniel*, *Mary Lee ephenson*, and *Arthur Goodwin* spent eir vacations, resting at home.

CHIEF Locating Engineer *Getty Brown-* was investigating a new route for a ad to Mt. Mitchell when he suddenly und that he was being investigated rough the brush by a huge mother bear d her three cubs . . . He was glad they re more interested in eating black-rries than him.

LEGAL Lights . . . Milton and *Alice rham* spent a week-end in Annapolis, aryland, with their son who is a Naval det . . . *Parks Icenhour* has recently en employed as an attorney . . . *Kenneth ooten* and family vacationed a week at hite Lake . . . *Edna Jerome* took off veral days to get moved into her new me in Cary . . . Larry Beltman recently signed to return to the Army as a wyer in the Judge Advocate General's partment.

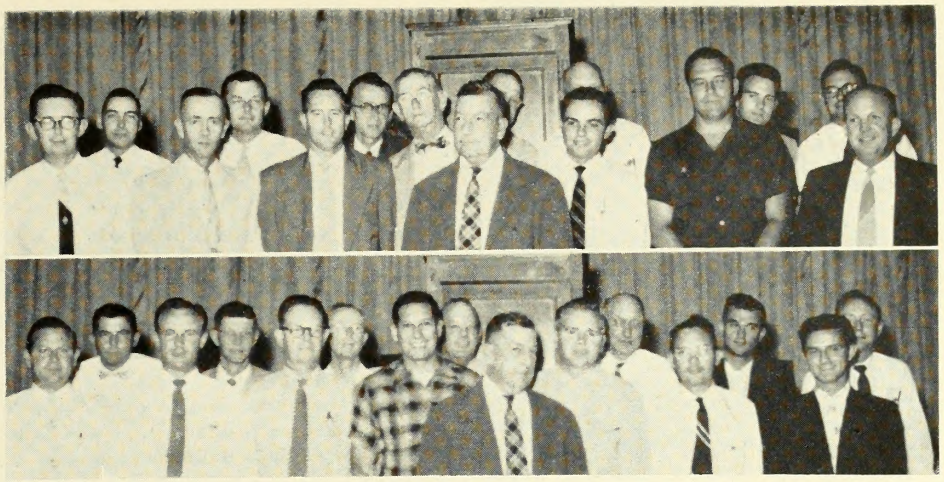
BILL AND MARY ROGERS spent a ek at the beach in July with their ughter, Elizabeth, and her family . . . *is Knight* journeyed to New York to get r son's wife and four children safely ttled for the trip to Germany to rejoin pt. Donald Knight; later Avis vaca-oned in Savannah, Sea Island and St. ary's, Georgia . . . *Virginia Hassinger* ent a week at Nags Head with her ildren and grandchildren during Diane".

INA FERRELL took several short trips ring her week-long vacation.

ELIZABETH HUGHES took a ten-day cation in July; she made a quick trip see her sister in Maryland.



Some of the good folks in the Charlotte highway office lined up recently for picture. From left, that's Tom Gribble nd Johnny Jones of Construction, helma Wernsing, secretary, and Bob rown, maintenance supervisor of ecklenburg County.



When highway right of way engineers from all over the State gathered in May for a day-long session in Raleigh, Principal Right of Way Engineer T. B. Wilson and Chief Engineer W. H. Rogers, Jr., took time out for quick group pictures in the highway building auditorium.

From left, first row, top picture see J. W. Hamilton, Wilmington; J. H. Thacker, Durham; Jack Bowman, Greensboro; Wilson; J.G. Lamm, Wilson; J. H. McCall, Wilson; James M. Easom, Fayetteville.

Second row, from left, that's W. D. Moon, Senior Right of Way Engineer, Wilmington; S. H. Shearin, Jr., Senior Right of Way Engineer, Greensboro; C. M. Hartsock, Jr., Senior Right of Way Engineer, Durham; S. H. Williams, Senior Right of Way Engineer, Wilson; Withers Davis, Senior Right of Way Engineer, Fayetteville; Rogers; Ben T. Smith, Fayetteville; and W. R. Davenport, Jr., Wilson.

Bottom picture, first row, from left, see G. C. Walters, Winston-Salem; Paul M. West, Senior Right of Way Engineer, North Wilkesboro; B. C. Thompson, Senior Right of Way Engineer, Winston-Salem; S. J. Smitherman, Albemarle; Wilson; Paul L. Duncan, Asheville; W. E. Bacon, Aberdeen; M. E. White, Sylva.

Second row, from left, that's D. E. Beach, North Wilkesboro; T. S. Craven, Senior Right of Way Engineer, Aberdeen; A. E. Snelson, Senior Right of Way Engineer, Asheville; W. J. Murray, Senior Right of Way Engineer, Albemarle; Rogers; Charles G. Bass, Shelby; G. W. Clayton, Jr., Senior Right of Way Engineer, Sylva.

ASSISTANT State Highway Engineer *L. W. Payne* took vacation the last week in Augnst . . . He spent several days at Wrightsville Beach with his family.

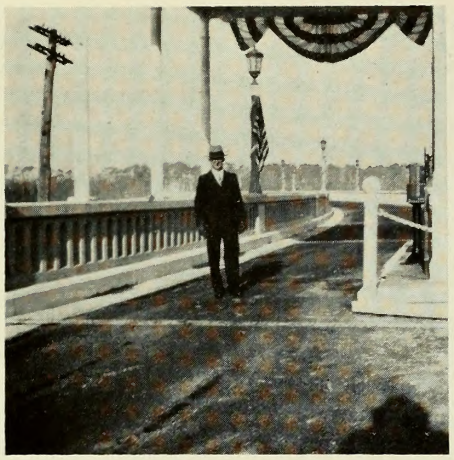
FROM the Blue Print Room . . . *C. G. Suggs* is manager of the Little League Baseball team at the Carolina Pines Baptist Church . . . *Earl Williams* went to Swansboro for a week of fishing . . . Raymond Jones took his family to Norfolk and Wrightsville for a vacation.

ACCOUNTING News . . . *Peggy Poole* and husband spent a week-end in Washington, D. C., to see the Boston Red Sox play . . . *Ruth Boone* spent several days at Cherokee and saw "Unto These Hills" . . . *Freda Webb* joined her family for a week at Nags Head in July.

LANDSCAPE reports that *Kay Harris* vacationed in Georgia and the Blue Ridge Mountains . . . *Frank Brant* took his family to Morrow State Park for a week.

ROADWAY RAMBLING . . . *F. C. McEwen* and wife spent a week at Carolina Beach in July . . . *W. G. Shull* and wife spent a week in Miami . . . *J. D. Duncan* and wife spent a week in western North Carolina . . . *J. C.* and *Dollie Knowles* spent a week at Carolina Beach in July . . . *R. W. McGowan* and wife spent a week in western North Carolina . . . *Joyce Bean* has recently been employed as a stenographer . . . *Wyatt Bell*, *Redford R. Hatfield*, and *William Powell* resigned recently . . . *George Parrott*, *Harry Epps*, *Charles Grissom*, and *Joe Grzebien* resigned so that they could return to college . . . *Robert Finger* has gone in Military Service . . . *Charles Chambers* and *John Wiles* are two new temporary employees.

FROM the Laboratory . . . In spite of two hurricans, several employees have been to the beach . . . *F. E. Waller* and family together with the *H. Fred Wallers*



Picture was made in January, 1929, when the 1.822-mile long toll bridge was opened in special dedication services in Wilmington. C. E. Brown who was resident engineer on the bridge is shown. The tolls and toll house on right were later removed.

went to Morehead City . . . *Jack Wells* went to Atlantic Beach . . . *Eloise Waldrop* spent a few days at Norfolk . . . *L. S. Jackson* and family went to Nags Head and Manteo; they attended "The Lost Colony" *Janet Adams* and husband spent several days at Myrtle Beach . . . *Gilbert, Lena* and little Sharon *Morgan* vacationed at Wrightsville Beach . . . *Lucille Crawford* and her son, "Cricket," spent some time at Nags Head . . . *Barbara Dean* visited in New Jersey and New York for ten days in August . . . *Mr.* and *Mrs. Clyde Smith* and daughter, Betsy, vacationed in the mountains . . . *Norris Roszel* and *Rockey Hester* are new technicians in the Physical Testing Laboratory . . . The following summer employees are returning to school this September: *Raoul Maynard, C. F. Jeffrey, Jr., John Horton, Luther Grainger, Townsend Holt, G. J. Adcock, Jack Cell* and *C. D. Maynard* . . . It's good to have *A. T. O'Berry* back at work after a four-week long illness.

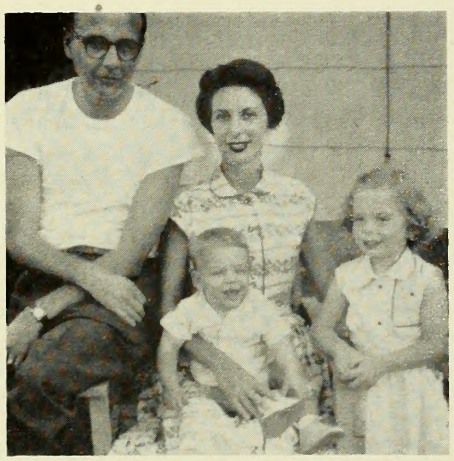
OTHER vacationists include *T. G. Morton* who took a week in July to visit relatives in Alabama; *Jewel Kidd* who spent a week at the Ocean Forest in Myrtle Beach; and *Margaret Burk* who vacationed in Florida for a week.

FROM the Prison Department . . . *Mrs. Peggy Jones* has resigned . . . *Pearl Lambert* of Louisburg is a new employee . . . Sympathy goes to *Mr.* and *Mrs. Marshall McRae* in the death of their little son, July 29 . . . The following folks, with their destinations, vacationed this summer: *Mary Bass*, Georgia and Wrightsville; *Josephine Upchurch*, Myrtle Beach; *W. L. Fleming* and family, two weeks in the mountains; *Mildred Ferrell*, Carolina Beach; the *Blaine Madisons*, New Jersey; the *Robert Allens*, Kure Beach; *Ruby Harvell*, Atlantic Beach; *Jean Wright* and *Hazel Keith*, Carolina Beach.

WHEN *Thelma Bryan* resigned in the Federal Contact Engineer's office in June to operate her own dress shop, "Thelma's," in Garner, *Mary Ruffin* of the same department was promoted to *Thelma's* position . . . *Elizabeth Wiggins*, clerk in the Construction Department, in turn, was promoted and transferred to take over Mary's work in the Federal Contact Engineer's office.

IN THE MEANTIME, *Virginia McDonald* was employed to take Elizabeth's old job in Construction . . . Then when *Mrs. Freddie Huie*, secretary in Construction, resigned to accompany her husband in his transfer to Atlanta with Sinclair Oil, the other secretary in the same department, *Letitia Caprell*, was promoted to *Freddie's* job . . . Later, *Rita K. Surles* was employed to take Letitia's former job.

SEVERAL folks in Right of Way recently spent a week-end at Nags Head . . . Melvin and *Nellie Barnes* with their little daughter, Elaine, *Elizabeth Talton* and *Trulah Page* had a fine time sunning and resting at Nags Head . . . *John Holmes* and his family spent a week in August at Nags Head.

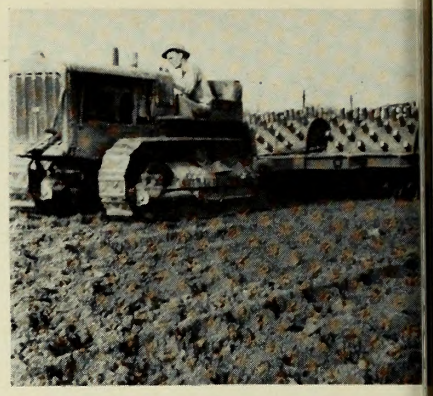


Mrs. Sibyl M. Smith, District Clerk at New Bern, spent her vacation at home when Mr. and Mrs. F. K. Gill of Raleigh, her daughter and son-in-law, pictured above with their two children, came for a visit.

DIVISION ONE

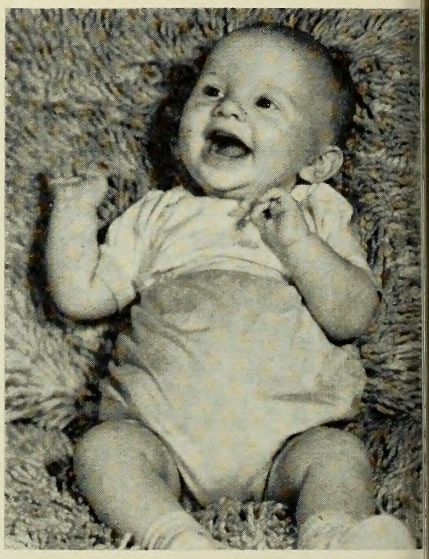
D. W. PATRICK
Division Correspondent

CONGRATULATIONS to those receiving emblems . . . Twenty-five year pins have been awarded to the following



L. D. Hicks took a picture when first soil cement road in Orange Cou was being built back in the thirti J. W. Jenkins did the field work wh Hicks did the lab work. That's Taylor on the tractor.

men: *M. W. Goodwin, E. A. Leggett, H Phelps, W. C. Snell, J. S. Vick, H. White*, and *C. H. Willoughby* . . . The lowing men now have 20 years of highv service: *W. H. Coleman, L. W. Davenp S. N. Harris, J. S. Hodges, Eugene Li say, Curtis McHorney, W. W. Presc W. A. Renfrow, C. W. Thompson, A. W. White* . . . Five men have comple 15 years of highway work: M. E. *A brook, Jr., C. E. Cameron, W. R. Fo tain, R. E. Midgette*, and *H. M. Saw* . . . These men have completed ten yea *S. O. Cooke, Lofton Dail, W. W. Har F. G. Lee, G. W. Lee, C. B. Mumfo D. H. Pritchard, J. A. Stalls, A. R. Tayl J. P. Vincent, D. W. Williams*, and *E. Winslow* . . . The following are now we



Five-month old James S. Hurley is t main attraction in the A. J. Hurley ho in Asheboro. His dad is a highway e ployee in the Eighth Division.

ng five-year emblems: *J. W. Bailey, D. L. Cobb, J. R. Duke, J. A. Modlin, W. E. Moore, S. E. Nance, S. T. Ricks, T. R. Rhodes, Lloyd Shewbart,* and *H. P. Summerlin.*

GOOD LUCK to *R. E. Thomas* and *J. S. Vick* who retired July 1 . . . *Thomas,* Supervisor in Dare and Currituck Counties, retired on disability after 33 years of highway service; he's now living at his home in Marshall . . . *Vick,* Bridge Tender at Hertford, had been with the Commission since 1929.

E. A. WALKER of Wanchese has been promoted from Supervisory Foreman to Road Maintenance Supervisor in Dare and Currituck counties.

E. M. SNOW, Gang Sub-foreman, was at Fort Bragg for three weeks to train with the National Guard.

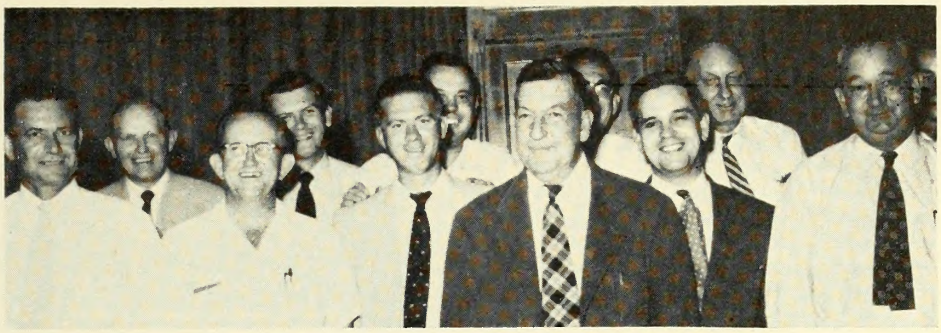
WELCOME to *E. L. Doxey,* Section Foreman in Currituck, who has returned to work after an illness of 30 days.

W. M. SMITH, Resident Engineer of Elizabeth City, has moved into his new cottage at Kitty Hawk . . . If you want to see "*Cooney*" during the week-end, you'll find him on the front porch of his cottage with his feet propped up.

SYMPATHY goes to the family of *E. C. Wise,* Section Foreman Helper at Stumpy Point in Dare County, who died of a heart attack in St. Luke's Hospital in Richmond, July 20 . . . He had been with the Commission for the past nine years.

GET WELL WISHES go to *R. E. Byrd,* Machine Operator of Conway, who is recuperating from the recent amputation of his right leg.

WHILE *Mrs. Shirley Callis* is on leave, *D. W. Patrick* is serving as Division Correspondent of Division One for ROADWAYS . . . Send your personnel items directly to *Patrick, c/o* Division Highway Office, Ahoskie.



Principal Right of Way Engineer T. B. Wilson and Chief Engineer W. H. Rogers, Jr., lined up with some of the right of way engineers when they met in May in Raleigh for an all-day conference.

First row, from left, that's A. Z. Williams, Raleigh; M. R. Connor, Ahoskie; E. W. Hooper, Attorney (now in private practice in Thomasville); Wilson; Kenneth F. Wooten, Attorney, Raleigh; and L. D. Webb, Sr., Right of Way Engineer, Ahoskie.

Second row, from left, see J. G. Gibbs, Senior Right of Way Engineer, Greenville; R. G. Gregory, Greenville; J. A. Holmes, Raleigh; W. H. Webb, Jr., Assistant Principal Right of Way Engineer, Raleigh; Rogers; and Harrison Lewis, Attorney, Raleigh.

DIVISION TWO

JASPER L. PHILLIPS
Division Correspondent

Highway employees often get unusual requests . . . The latest comes from District Engineer *Charlie Snell* of Washington who reports that a small colored boy interrupted his perusal of the morning mail with "Mister, can I get in the Army so I can see my big brother?"

JULY 29, highway personnel from the Second gathered in the Austin Auditorium of East Carolina College for a discussion of the proposed merge of Social Security with State Retirement . . . Chief Engineer *Bill Rogers,* Personnel Director *Earl Crump, C. P. Deyton* of the Retirement System, and Mr. Barney of the local Social Security office discussed the merger and answered questions.

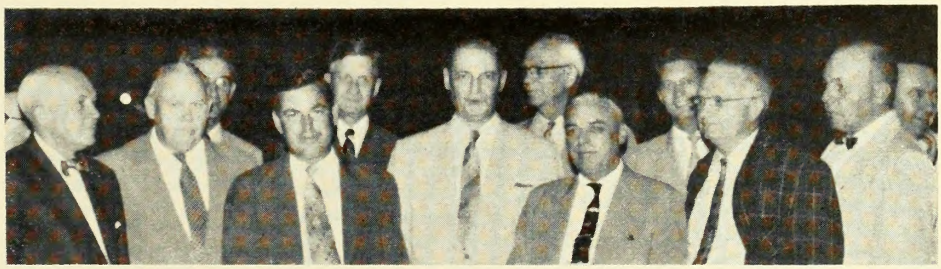
CONGRATULATIONS to *Jeremiah T. Huffman* and Faye Heath who were married in July . . . The groom is with Construction in Lenoir County.

G. A. TAYLOR, JR., is back on the job after a minor operation.

THE JONES-LENOIR chapter of the NCSHEA met July 15, in Kinston . . . The following new officers were elected: *J. L. Phillips,* Chairman; *J. Q. Adams,* Vice-Chairman; and *Arnold Howard,* Secretary-Treasurer.

VACATIONS . . . The *Carl Abees* and the *E. D. Credles* went to Carolina Beach, the Skyland Drive, and Washington, D. C. . . . The *J. L. Brileys* sojourned at the Greenville Tobacco Company's camp on the Pamlico River . . . The *P. L. Fields* went to Norfolk, Newport News and Buckroe Beach . . . The *H. L. Brileys* went to Ashland, Virginia and Overhill Lake . . . *J. C. Clark* went to Norfolk . . . *Frank Taylor* journeyed to New York . . . Other vacationists included *L. F. Waters, T. L. Sutton, H. E. Adams, C. L. Gray, L. L. Linton, Leroy Parsons, W. P. Whitley, W. L. Brown, and Eugene Wood* . . . *Thelma Exum,* long-time secretary in the Division Office, spent her vacation at Flat Rock in August.

J. F. ROUSE and *Harold Ross* were out sick . . . We hope they're much better.



Ten of the 14 Highway Commissioners lined up with Highway Chairman A. H. Graham and Associate Justice R. Hunt Parker of the N. C. Supreme Court for a picture at the AGC barbecue in Raleigh in June. From left, that's Emmet Robinson of Goldsboro, Forrest Lockey of Aberdeen, Donnie Sorrell of Durham, Maynard Hicks of Snow Hill, Parker, Graham, C. A. Hasty of Maxton, Emmett Winslow of Hertford, James A. Gray, Jr., of Winston-Salem, J. Fleming Snipes of Marion, James A. Hardison of Wadesboro, and Harry Buchanan of Hendersonville.

THE PITT Chapter of the NCSHEA has done it again . . . *Anne Askew* has collected enough money to purchase a piano for use with their programs . . . Generous donations from members and friends made the piano possible.

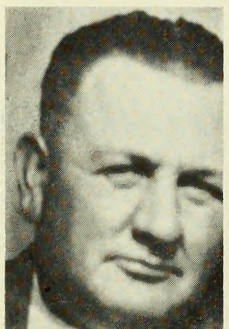
THE ANNUAL Unit Two meeting was held July 29 at Respass Barbecue House . . . The newly-elected unit officers are *C. D. Bass*, Chairman; *C. W. Snell, Jr.*, Vice-Chairman; and *E. D. Credle*, Secretary-Treasurer . . . The nine delegates elected to the State convention are *Mark Worthington*, Greene County; *J. D. Parker* and *G. A. Taylor, Jr.*, of Pitt; *Otis Denby* of Beaufort; *S. C. Mann* of Carteret; *C. J. Pugh* and *Joe Jones* of Craven-Pamlico; and *J. G. Barwick* and *John Adams* of Lenoir-Jones . . . *Credle* announced that Unit Two with 525 paid-up members now had 100 per cent membership . . . *J. C. Gibbs* presented Otis Banks with a gavel made from 100 pieces of wood, one from each county in the State.

DIVISION THREE

IRENE L. WORLEY
Division Correspondent

JULY 27, highway employees from the Third gathered in the division garage at Fayetteville for a discussion of the integration of Social Security with State Retirement . . . Otis Banks answered questions . . . That night, the annual unit meeting was held at the Wrightsville Marina . . . After a fine seafood dinner, the following new unit officers were elected: *W. M. Ingram*, Chairman; *R. V. Biberstein*, Vice-Chairman; and *R. A. Ashworth*, Secretary-Treasurer.

NEW FACES . . . *Mr. and Mrs. John Barber* have a new baby boy who was born August 3 . . . The father is Superintendent of the New Hanover Prison Camp . . . *Mr. and Mrs. J. H. Ferrell* announce the birth of a son, June 25 . . . The mother is a stenographer in the District One office.



25 Years

Section Foreman Russell Bowers Burnette recently received his emblem for 25 years of highway service. He's the son of the late Mrs. R. J. Burnette and Mr. Burnette of Franklin County.

The Foreman was born May 17, 1909. He attended Centerville School. January 1, 1953, he married Alice Cooke of Littleton. They are members of the Centerville Baptist Church and make their home in Littleton.

SICK CALL . . . It's good to have *W. D. Watkins*, Section Foreman Helper, back at work in District One; he had been out since May 5 . . . Landscape Supervisor *W. E. George* was back in the hospital again; we hope he's much better now.

WELCOME to *W. J. Aman*, Engineering Aide I, who started with Construction, August 1.

THE R. A. ASHWORTHS attended the joint summer meeting of the North Carolina and South Carolina Society of Engineers at the George Vanderbilt Hotel, August 4-6, in Asheville.

CONGRATULATIONS to *Blount Whiteside, Jr.*, and Jeannette Bramble who were married August 20, in the First Baptist Church in Fayetteville . . . The groom is with Construction and is the son of District Two Engineer *Blount Whiteside* of Clinton.



Back in the spring, State Traffic Engineer Robert Burch called all the division sign supervisors into the Raleigh office for a one-day meeting. From left in top picture, see Division Sign Supervisors J. D. Parker of the Second, Ben F. Wheeler of the Fifth, L. H. Wilson of the Seventh, E. J. Rector of the Twelfth, and L. F. Merritt of the Third; R. T. Harrison, Foreman of Prison Industries; Division Sign Supervisors G. L. Coleman of the Sixth and C. H. Dudley of the Eighth; Budford Smith and Roy Smith, sign employees from the Tenth; and J. R. Fancette, Supervisor of the First.

In the lower picture, from left, that's Creech, a superintendent in Prison Industries; C. P. Reeves, Thirteenth Division Sign Supervisor; R. J. Dodge and W. A. Ward, Traffic Engineers in the Raleigh office; Division Sign Supervisors J. F. Bryson of the Fourteenth, O. K. Stevens (hidden) of the Ninth, and W. J. Watt of the Eleventh; S. M. Pressley of the Ninth Division sign department; Fourth Division Sign Supervisor J. B. Connor; H. C. Rhudy, Traffic Engineer in the Raleigh office; a sign painter from the Fourth Division; and State Traffic Engineer Burch.

DIVISION FOUR

WADE H. PRIDGEN
Division Correspondent

SERVICE Awards were recently presented to the following men for their work with the Highway Commission: *R. B. Burnette, L. V. Hart*, and *A. A. Taylor*, 25 years; *J. B. Price*, 15 years; *B. H. Crawley, S. M. Davis, J. R. Edmondson, W. L. Ellis, Raymond McWilliams*, and *Cicero Nethery*, ten years; *R. E. Coates, S. H. Conner, W. R. Lewis, Kelly Neal*, and *W. T. Pollard*, five years . . . Congratulations to each for his fine work!

THE ANNUAL meeting of the Halifax chapter of the NCSHEA was held recently . . . After a tasty barbecue and bruns

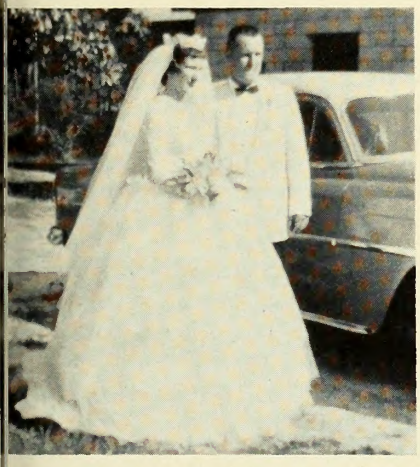
k stew supper, the following officers e elected: *J. S. Pope*, Chairman; *M. W. ea*, Vice-Chairman; and *W. M. Mash- n*, Secretary-Treasurer . . . *Mashburn* s named a delegate to the State con- tion.

HE EDGECOMBE Chapter of the SHEA elected the following slate of cers: *J. W. VanLandingham*, Chair- n; *L. R. Piver*, Vice-Chairman; and *A. Robertson*, Secretary-Treasurer . . . cted delegates to the State Convention *L. V. Hart, W. R. Lewis, E. E. Mayo, . Brown, W. O. Warren, R. E. Braddy, P. Taylor, Ray Setzer*, and *Varnell; V. Brett* and *A. E. Spain* are alter- es.

HE NEW office building at Tarboro nearing completion . . . Maintenance pervisor *M. A. Robertson* and Resident gineer *Jack Taylor* expect to move in n.

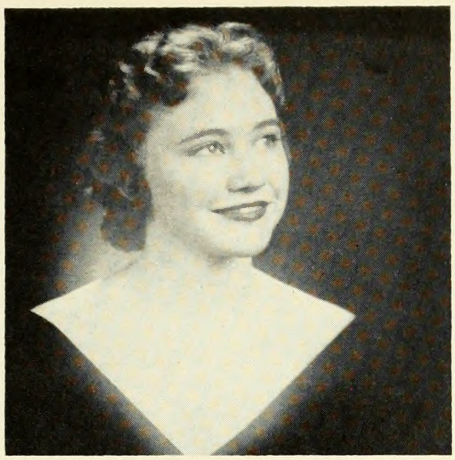
. O. SOUTHALL, JR., reports that one his construction employees, *Jimmy k*, finally succumbed and bought a d . . . It's a brand new '55 Fairlane hat.

ACATIONS . . . *E. P. Koonce* spent a k visiting at Jacksonville and Top- Beach . . . *Mrs. Mabel Askea* of the ision shop took some time off; she's been out sick briefly.



une was an eventful month for nard L. Mohorn of Enfield. On June e started his 24th year of highway vice; this has been his first and only . Then on June 5, his daughter, Jean vis, was married to Edward Travis e.

he young couple are pictured above. bride is a graduate of East Carolina lege and taught home economics in edmoor last year. The groom attend- Louisburg College and will continue engineering studies at State College. y were married in the Bear Swamp otist Church, near Littleton.



Pretty Elizabeth Delane Parker, daughter of Mr. and Mrs. Charles C. Parker of Wilmington, was married September 3, at St. Mary's Catholic Church to Herbert Ray Wells, son of Mr. and Mrs. George L. Jump of Dayton, Ohio. The bride's father is Road Oil Supervisor in the Third Division.

TRANSFERS . . . *D. C. Smith* was recently moved from the Sign Department to Wilson County Maintenance . . . Good luck to Superintendent *J. D. Meadows* who left Nash County Prison Camp recently to head the new Ivy Bluff Camp . . . Welcome to *H. M. King* who returns to the Nash County camp from Caledonia and will be Superintendent.

SUPERVISORY Foreman *Clifton Hudson* says he had a very restful vacation—fishing, along with just plain loafing . . . *O. C. Robertson* took it easy on his vacation, too.

GET WELL WISHES to *Z. E. Mohorn, Kelly Neal, J. B. Price, J. H. Carroll*, and *L. V. Hart* . . . *Paul Fulghum* was in the hospital with a sprained ankle . . . *J. L. Womble*, gang foreman in Nash, is improving after receiving treatment at the Sanitarium Hospital in Rocky Mount.

H. A. TURNER, Nash County Section Foreman, is back on the job after receiving treatment at the Park View Hospital in Rocky Mount.

NEW CITIZENS . . . District Engineer *F. M. Edgerton* reports that his new grandson, George Richard Gavel, Jr., arrived July 9, in Kensington, Maryland . . . *Mr. and Mrs. J. Harold Young* announce the birth of a son, June 30; the father is a truck driver in Nash.

SYMPATHY goes to *Paul Fulghum*, Maintenance Supervisor; and *Elton A. Fulghum*, Section Foreman, both of Wilson County; in the death of their brother, Sgt. Charlie Fulghum, July 5, in Germany; Charlie was struck accidentally by a truck and killed while serving with the Army . . . And to *Sam Benson* in the death of his wife from a heart attack, June 25, at their home in Clayton; he's a guard at the Nash Camp.

PERCY D. MEDLIN resigned recently as a Foreman with Nash County Maintenance to study for the ministry at Piedmont College in Winston-Salem . . . Best of luck and happiness to *Percy* in his new work.

C. F. WILLIAMS, District Two Equipment Superintendent, has returned to work after a recent appendectomy.

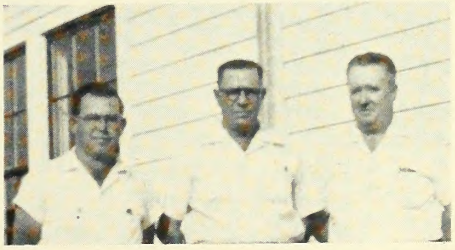
CLIFF CHERRY, Highway Inspector III, who has been in the TB Sanitorium for some time, stopped by the division office recently . . . He'll have to rest another three months at home . . . We hope he will soon be well.

JULY 25, highway employees from the Fourth met for a discussion of the merge of Social Security and State Retirement . . . That night, the annual unit meeting of the NCSHEA was held at Parker's Restaurant . . . The new unit officers are *John Davis*, Chairman; *Bob Dawson*, Vice-Chairman; and *Donald Woodard*, Secretary-Treasurer . . . Four delegates were elected to the State Convention . . . Joyce Rackley, daughter of *Francis Rackley* of the Equipment Department, was elected "Miss Unit Four" . . . *Mrs. Pattie D. Albernethy*, secretary to District Engineer *Edgerton*, was elected "Mrs. Unit Four".

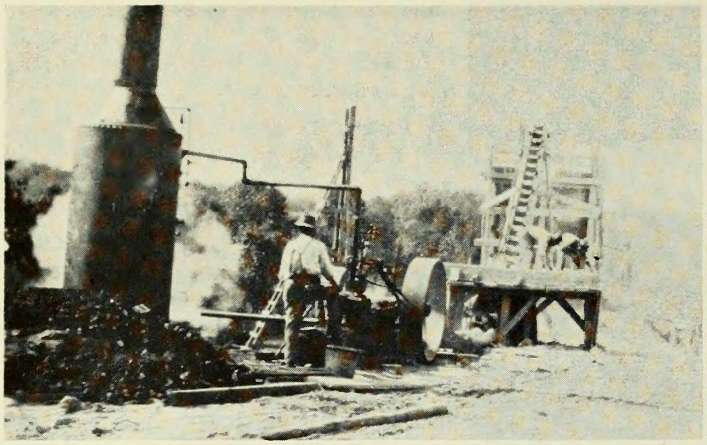
DIVISION FIVE

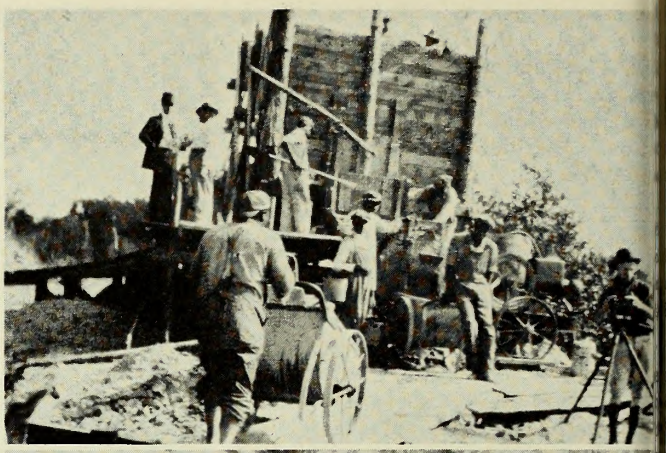
J. W. JENKINS
Division Correspondent

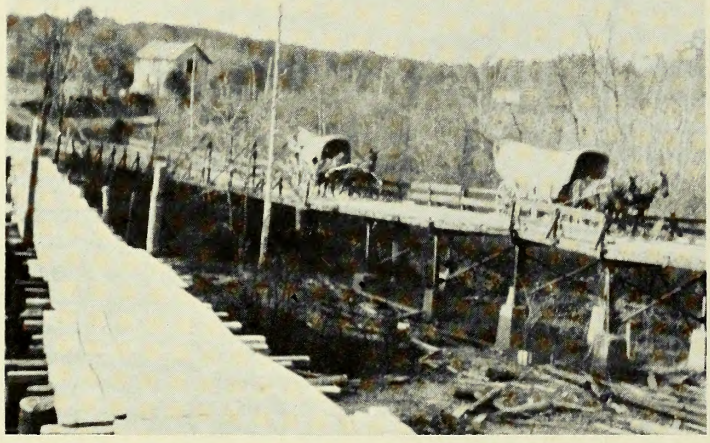
WHEN THE ANNUAL unit meeting of the NCSHEA was held in Oxford recently, Cpl. Rawls of the Highway Patrol spoke on the "Slow Down and Live" Campaign . . . *Merle Adkins* introduced the special guests: *J. L. McDonald, Ivan Hardesty, Hunter Irving, "Hookie" Jenkins*, and *Earl Crump* . . . Ten delegates were elected to the State convention:

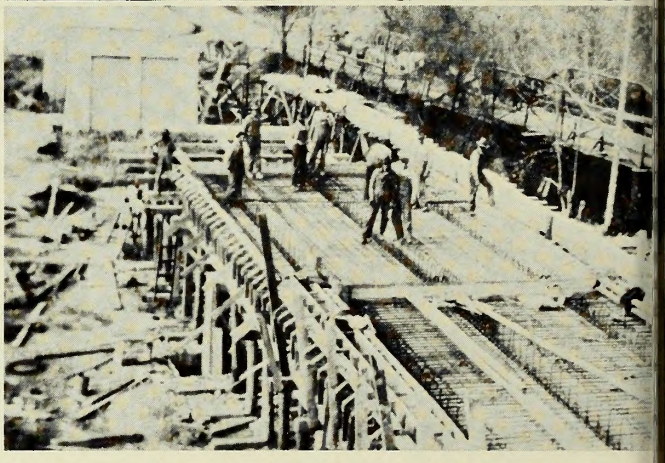


The Pitt County Chapter of the NCSHEA elected a fine group of officers to lead them this year. From left, that's G. A. Taylor, Jr., Chairman; L. L. Bishop, Secretary-Treasurer; and J. D. Parker, Vice-Chairman.









Above pictures were made in 1921 by Resident George Hogan of Oxford when a new bridge was being built over Moon Creek in Caswell County. B. R. Fuller started out as resident engineer but C. H. Giles finished up when Fuller was transferred. T. A. Burton, J. W. Jenkins, Sam Swaringen, Roy Little, and Hogan were in the party. Top left, shows equipment the contractor used to crush all his aggregates from local stone. Top right picture shows old concrete mixer. Swaringen is using the transit.

Bottom pictures show the new bridge being built Moon Creek. Note the covered wagon and horses on older bridge, at right, which was later torn down. Moon Creek Bridge, built in 1921, is still part of the h way system on NC 86 in Caswell County.

W. H. Walker, Durham County; *L. L. Pippin* of Franklin; *E. B. Davis* of Granville; *C. F. Duncan* of Person; *J. R. Harris* of Vance, all of Maintenance; *W. E. Hawkins, Jr.*, construction in Wake; *D. A. Grissom* of Maintenance in Warren; *Hershel Smith* of Equipment Depot in Durham; *J. A. McQueen*, division road oil supervisor; and *O. M. Andrews* of Sign Department in Vance.

DURHAM County Doings . . . Gang Foreman *S. E. Jones* and family together with Dozer Operator *G. S. Jacobs* and family, spent a July week-end at Morehead City and Atlantic Beach . . . The following men have been on vacation: *C. T. Addison, A. W. Carden, J. L. Davis, R. V. Hayes, G. W. Martin, B. D. Nichols, B. B. Sumner, W. H. Walker* at Carolina Beach, *Billy Ellis, C. V. Perry, L. F. Luxton, I. F. Mangum, M. L. Mangum, R. M. Ball, Marshall Cash, Ed Harris, L. L. Lawrence, H. V. Moore, Waverly Pennell, W. W. Tilley, C. W. Heatherly, B. F. Holsclaw, C. M. Whitaker*, and *W. L. Mangum* . . . *Hunter Irving* took his wife and daughter to Montreat for a few days . . . *"Hookie" Jenkins* took his vacation on Long Island, New York . . . *Merle Adkins* spent a week at Kure Beach . . . *J. H. Thacker* of Right of Way spent a week on the Carolina beaches . . . *C. M. Hartsock, Jr.*, Right of Way Engineer, took a week off . . . *Mrs. Dorothy Hilliard* of the division office visited in Georgia . . . *Mrs. Mattie Hall* is back from a two-week jaunt to Washington and New York . . . *John Fuller*, Landscape Supervisor, took one week off . . . Three men were sick but they're back on the job now: *Eulis Weaver, R. C. Hudson*, and *B. F. Holsclaw*.

FROM WARREN COUNTY . . . *Mr. and Mrs. F. W. Aycock* spent a July week-end with their son, Pvt. A. W. Aycock, Jr., at Fort Leonard Wood, Missouri . . . The *Aycocks* are very proud of their first granddaughter, Frances Dallas Riggins, who was born August 6; *Aycock* is a Section Foreman . . . Sympathy to Section Foreman Helper *M. J. Spain* in the recent death of his mother . . . Maintenance personnel are pleased move into their new building which completed in June.

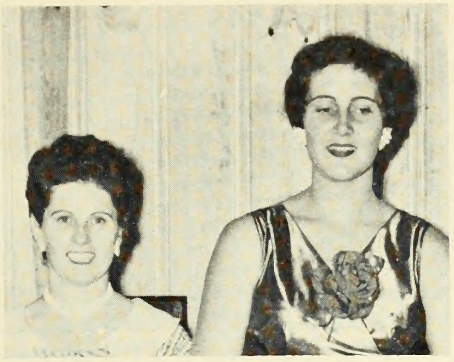
FROM VANCE County . . . Truck D er *P. G. Stainback* is recovering ni from an operation . . . Section Fore *C. N. Woodard* is doing fine after operation in Louisburg's Franklin morial Hospital . . . Section Fore *L. M. Overby* is sporting a new . . . Best wishes to Gang Foreman *A Knight* upon his recent retirement Recent vacationists include *J. R. Ha C. C. Pulley, J. A. Ball, E. R. Adams, I Journegan*, and *R. B. Puckett*.

FROM PERSON County . . . *B Turner* was transferred from Oxfor Roxboro to take over the prison supe tendency left vacant by the unti death of *E. J. Turner* from a heart at . . . *H. E. Stephens* is back on the after being sick for several days *R. H. Long*, prison guard, is recupera at home from a recent operation The following folks have had vacat this summer: *J. C. Horton, Jr., E*

atta, G. J. Chambers, C. L. Holt, M. R. hambers, R. G. Holleman, W. V. Jordan, . B. Hall, and *J. G. Oakley . . . A. C. laughter* went to White Lake for a few ays . . . *R. H. Oliver* took his family o Carolina Beach . . . *E. L. Humphries* nd family visited relatives at Norfolk . . *Joseph Oakes* made a quick week-end ip to Washington, D. C., to see a major ague baseball game . . . *Kyle Jones* nd his wife spent some time at Carolina each.

GRANVILLE County reports that two en have recently been promoted: *R. L. oyster* from Section Foreman to Gang oreman; *F. H. Laws* from Section Fore- an Helper to Section Foreman . . . *Mr. nd Mrs. Harold G. Wheeler* report the rth of a son, July 8; the father is a atch foreman . . . More than 500 em- loyees gathered in Oxford, August 2, discuss Social Security and State Re- rement; despite the humid weather, uch was learned at the meeting . . . elcome to *Perry Hilliard,* superintend- nt at Prison Camp 503; he was the stew- d at the camp in Person . . . The follow- g men have been on vacation recently: . E. Crutcher, E. B. Davis, W. A. Elling- n, W. A. Laws, Robert A. Mathews, . L. Woodlief, Howard L. Riggan, R. L. oyster, W. R. Rutledge, H. S. Whitt, L. Williams, Sam H. Averette, H. L. arden, E. B. Critcher, H. L. Henley, . E. Hicks, Henry R. Hicks and Albert May.*

J. R. HICKS and *J. B. Harrison,* both Construction, spent two weeks with ie National Guard Training Camp at ort Bragg in August . . . *T. O. Joyner* of onstruction returned to work August 1, ter an illness of several months.



Mrs. Mildred Dail, left, and Miss Ellen Bender were elected by Unit Two to represent the Unit in the contest for "Miss and Mrs. Association" this fall at the annual State Convention in Winston-Salem.

J. B. CHAMBLEE reports that they ran across an old graveyard while building new park at Central Prison in Raleigh . . . They found more than 26 graves which had been there over 100 years!

FRANCES KING spent a week-long vacation in Georgia and Topsail Beach.

LOUIS WOOD, truck driver, has a new son who was born July 29.

L. L. BARLOW is off the sick list now . . . *W. C. Moore* was out sick for three weeks; *H. S. Tilley* for two weeks.

IN JULY, the following men took vacations: *Paul Bailey, J. A. Barber, M. L. Bunn, M. H. Dillard, F. N. Goodwin, J. J. Johnson, J. L. Johnson, W. P. Lawrence, B. B. Pearce, A. N. Sessoms, E. G. Walls, E. L. Williams, W. B. Williams, W. S. Woodlief, O. D. Edwards,* and *J. R. Brown* . . . In August, these men took time off: *Z. Z. Keith, E. J. Barlow, J. W. King, Simon Smith, H. M. Aikens,* and *W. G. Smith.*

DIVISION SIX

STEVE AMMONS
Division Correspondent

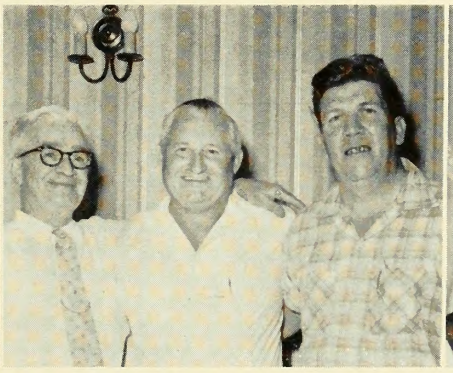
SUPERVISOR and Mrs. *Roy McKeithan's* son, Nicky, was married to Betty Jean Blackmon, June 10, in Lumberton . . . Nicky has gone to California where he'll play pro football with the "49'ers".

FROM ROBESON . . . *W. H. Abbott,* maintenance employee, was married to Elizabeth Paul, May 29, at the Godwin Heights Baptist Church in Lumberton; the bride is a teacher in the Bladenboro schools . . . *Lonnie Byrd* reports the birth of a son, July 2 . . . *Mr. and Mrs. Evander Hardin* announce the birth of their son, July 7 . . . New county officers of the NCSHEA are *E. B. Tomlinson,* Chairman; *H. G. Clark,* Vice-Chairman; and *R. M. Prevatt,* Secretary-Treasurer.

BLADEN reports that *Homer Smith* died June 4; he had been with the Commission about 20 years . . . Sympathy is extended to *Williard Tatum* in the death of his mother, July 30 . . . *J. D. Dodd* and his wife have a daughter who was born June 11 . . . The *W. C. Melvins* are pleased with their daughter who was born June 10 . . . The new chapter officers of the NCSHEA are *S. L. Smith,* Chairman; *C. H. Priest,* Vice-Chairman; and *H. J. Alford,* Secretary-Treasurer.

FROM COLUMBUS County . . . *Homer Blackwell* was out from work due to an accident while operating a mowing ma-







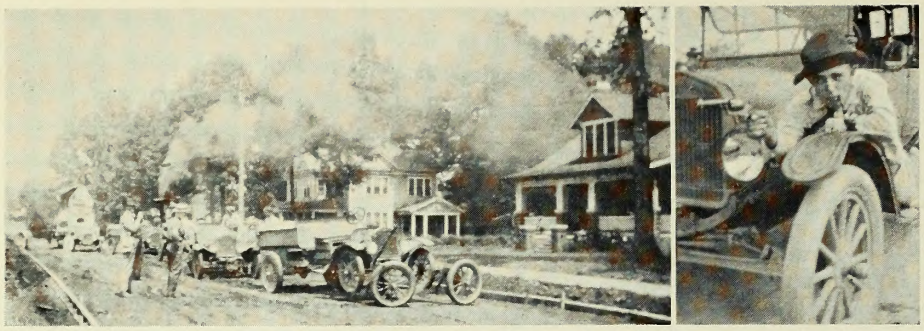
The attractive Unit Five candidates for the "Mrs. Association" and "Miss Association" contest at the annual onvention of the NCSHEA this fall and the new Unit Five

ficers are pictured above.

The candidates for "Mrs. Unit Five" are pictured at left. eated, see Mrs. Allen Hutson, Mrs. K. G. Andriessen, and rs. C. F. Dunkley. Standing, from left, that's Mrs. Ruby ing, Mrs. A. L. Privette, winner, and Mrs. Wilson Tilley.

New Unit Five officers, from left, are M. S. Hodges, Division Five Prisons Supervisor, Vice-Chairman; K. G. Andriessen, Resident Engineer, Chairman; J. M. (Monk) Webb, division office engineer, Secretary-Treasurer.

The Candidates for "Miss Unit Five" are at right. Seated, from left, that's Miss Sybil Dean, Miss Frances King (the winner), and Miss Ann Morris. Standing, from left, see Miss Shirley Tharrington, Miss Evelyn Seat, Fifth Division Equipment Superintendent Henry Alford (director of the Unit Five contest), and Miss Marie Sorrell.



Today's modern road equipment highlights the fledgling efforts of the Highway Commission to pave old No. 10 in Mebane back in 1922. Note the model T trucks and turntable. Steam roller and steam mixer, in background, were fired up so that the contractor, Elliott & Sholes Company of Durham, could lay a five-inch concrete base and asphalt top. W. T. Hall was resident engineer on the paving. The daring figure at right is George Hogan running a survey line in Hells Half Acre in 1921.

chine. . . Sympathy goes to *W. P. Smith*, shovel operator, in the death of his sister in July . . . New county officers of the NCSHEA are *O. L. Owen*, Chairman; *W. L. Ellen*, Vice-Chairman; and *F. W. Hammond*, Secretary-Treasurer.

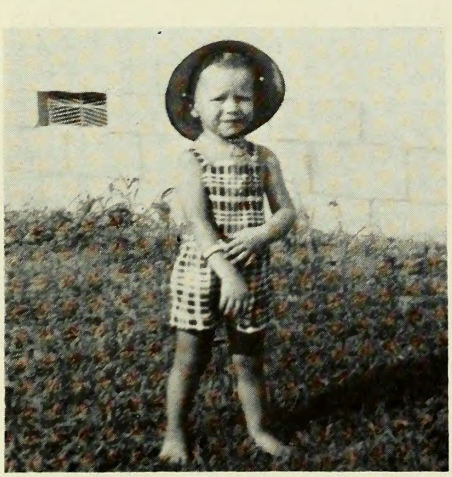
FROM CUMBERLAND County . . . *A. H. Beard* has returned to work after a long illness . . . *R. B. Beard*, Section Foreman, died August 2, while at work; he had over 30 years of highway service . . . New county officers of the NCSHEA are *Sam M. Wilson*, Chairman; *H. B. Smith*, Vice-Chairman; and *Edith VanLandingham*, Secretary-Treasurer.

HARNETT happenings . . . *L. C. Dean* and *Hurman Collins* returned to work after brief illnesses . . . *J. B. Clack* was out sick but should be back soon . . . Section Foreman *C. A. McLean* died June 10; he had over 30 years of highway service to his credit . . . The newly-elected chapter officers of the NCSHEA are *E. M. Ausley*, Chairman, *C. L. Hough*, Vice-Chairman; and *W. F. Ryals*, Secretary-Treasurer.

ROAD OIL reports that one of their men, *P. T. Simmons*, died June 12 . . . The new officers of the Road Oil Chapter of the NCSHEA are *S. H. Bolton*, Chairman; *R. B. Allen*, Vice-Chairman; and *Leroy Faircloth*, Secretary-Treasurer.

DIVISION Engineer *L. E. Whitfield* and his wife planned a trip the last of July to visit their son, George, who is an engineer with Proctor-Gamble in Toronto, Canada.

THE NEW officers of Unit Six of the NCSHEA are *J. W. Upton*, Chairman; *E. B. Tomlinson*, Vice-Chairman; and *W. L. White*, Secretary-Treasurer.



Jerry Louis Light will be two on September 23. He's the son of Mr. and Mrs. Harry Light, Jr. His grandfather, Harry Light, of Enfield is a Section Foreman.

DIVISION SEVEN

P. L. WELCH
Division Correspondent

THE ANNUAL meeting of Unit Seven of the NCSHEA was held at the division shop in Greensboro, July 15 . . . Barbecued chicken was served to 168 members and guests . . . The following new officers were elected: *R. L. Cox*, Chairman; *J. I. Lynch, Jr.*, Vice-Chairman; and *A. L. Coltrane*, Secretary-Treasurer . . . *Joyce Marie Anderson* of Alamance County was elected "Miss Unit Seven" . . . *Mrs. K. R. Scott* was elected "Mrs. Unit Seven." . . . Delegates to the State Convention include *C. O. McLeod* of Alamance, *J. D. Gwynn* of Caswell, *G. L. Heath* of Guilford, *Oscar Wilson* of Rockingham . . . Three delegates-at-large were elected: *J. R. Taylor* of prison department; *M. A. Luther* of Construction; and *K. R. Scott* of Bridge Department.

ASSISTANT Division Engineer *Paul Welch* and District Engineer *W. W. White* attended the N. C. Society of Engineers' Convention in Asheville, August 4-6.

SYMPATHY goes to *Mrs. Elizabe Wyatt* in the death of her brother, Ha vey L. Kirkland of Petersburg, Virgin . . . *Mrs. Wyatt* is secretary in Right Way.

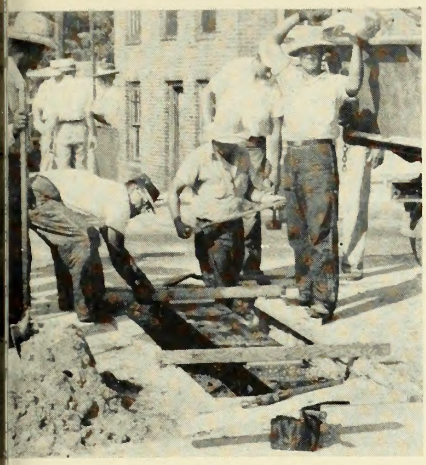
GET WELL Wishes go to *Jerry Tayl* who had a recent operation in the Al mance County Hospital; he had be working this summer with Constructio his father is *J. B. Taylor* of Maintenan . . . To Mrs. Ellis Henderson who h also been sick . . . To Mrs. Calvin Sto who was a recent patient at the Memor Hospital in Danville, Virginia; her hu band works in Caswell County . . . *P. A. Riley* who was in the Piedmo Memorial Hospital as the result of a hea attack . . . To *D. J. Washburn* who w confined to Piedmont Hospital with heart attack but is convalescing at ho . . . *J. E. Southern* and *Estal Hayes* we at home sick.

VACATIONS . . . *Ben Fulp* and fam spent the week of August 1, fishing Fontana Dam . . . *F. A. Campbell* a family left July 29 for a trip to Californ . . . *J. I. Parks* and family went to Myr Beach for a week in July . . . *O. D. Rob son* and family spent two weeks in K West, Florida . . . The *T. A. Burto*



H. K. Witherspoon took a quick p ture of the Grahams and their old granddaughter, Peggy, the day she ca by the Raleigh office. She's the daught of Mr. and Mrs. A. H. Graham, Jr., Durham.

spent their vacation at the beach . The *R. L. Hickersons* also spent so time at the beach . . . *Mr. and Mrs. J. Lambeth* and son went to the beach August . . . Gang Foreman *John W. Ba* and family spent several days visiti northern points of interest in Canada a Niagara Falls . . . *Layton Gunter*, D trict Engineer, and his family spent recent week at White Lake . . . *Cha Powell* and wife spent several days the western part of the State . . . *W. Witty* and family visited Fontana D and saw other points of interest in t western part of the State . . . The *Mel Rowlands* visited relatives in Georgia . *Mr. and Mrs. J. D. Gwynn* spent a f days at Myrtle Beach . . . Other Myr



Treddles for signal lights at the intersection of US 301, US 74 and NC 41 ir Lumberton were installed in July. at's P. A. Coleman (bending) and the n crew in the foreground. In the kground are District Engineer P. een, Maintenance Supervisor R. Mcithan, and Sign Supervisor G. L. leman.

ach vacationists were *Rufus V. Nelson* d family; and *Hassel Riggs* and family . *Rufus Satterfield* and family vacaned at Virginia Beach . . . *J. D. Simns* took his family to Niagara Falls d Detroit . . . The *Calvin Howards* spent most enjoyable vacation at Niagara lls; they visited friends in Falls urch, Virginia; Levittown and Sinnehoning, Pennsylvania; and relatives in ron, Ohio; *Mrs. Howard* is a stenogpher-clerk in the First District office . *Walter Hooper*, *Marshall Dailey* and *wrence M. Brandon* have also been on cation.

MR. AND MRS. *Howard Stowe* recently ved into a new house in Yanceyville; s a foreman in Caswell.

MORE VACATIONS . . . *Mr. and Mrs. R. Scott* spent two weeks in Sacranto, California, visiting their son, Lt. mes Scott and wife, and their new ndson, Richard James, who was born ly 1 . . . *Mrs. Helen Pringle* and ughter, Penny, spent a week vacation; in Virginia . . . Construction employs who have been on vacation include nnie Simonds who went to Myrtle ach for a week; *Hons Kaucher* and fam who went to Miami; *Mr. and Mrs. rry Bullard* and family who went to e western part of the State; the *J. T. rtins* who spent a week at Kure's ach; *Mr. and Mrs. Dwight Brittain* who ent a few days at Chesterfield Inn, rtle Beach; *Mr. and Mrs. R. R. "Bob" eason* who spent a week at the Anchore, Myrtle Beach; and the *Donald Huffins* who spent some time at Garden y, South Carolina.

DIVISION EIGHT

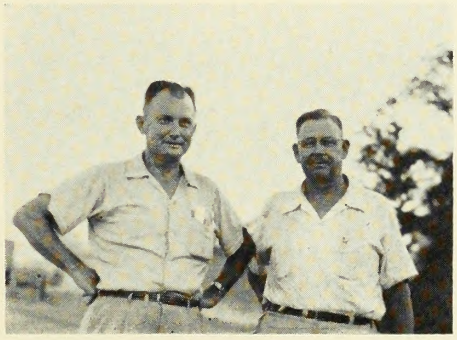
EDWARD C. DARDEN
Division Correspondent

HIGHWAY Chairman *A. H. Graham* and Commissioner *Forrest Lockey* made a road tour of the Eighth in July . . . They looked over the new division office in Aberdeen . . . Division Engineer *Poindexter* accompanied them.

CONGRATULATIONS to *Paul Sasser*, truck driver of Montgomery County, who was married to Helen Dennis of Albemarle, April 30, in Chesterfield, South Carolina.

SYMPATHY goes to the family of *James M. Dawkins*, truck driver in Rockingham, who died on the job July 7, with a heart attack; he had been with the Highway Commission for 13 years.

GEORGE YOW, truck driver in Randolph for the past 31 years, has been out sick for 30 days; we hope he'll soon be back on the job . . . *George* has been driving a truck for one gang foreman for ten years.



Assistant Division Engineer Paul Welch of Greensboro and Frank R. Lefler, superintendent of Propst Construction Company, are shown on the new Superhighway, a 55-mile relocation of US 29 and 70 between Efland and the Thomasville bypass.

By past experience and performance, Welch is well-qualified to oversee the more than $5 million worth of current construction in the Seventh Division. His almost photographic memory serves him well in remembering even the smallest detail of each construction project. His thorough engineering knowledge assures that this vast amount of road work will be properly built.

DISTRICT Engineer *John G. Hall* has a new grandson, Davis Forrest Hall, who was born April 7, to Mr. and Mrs. Merrill W. Hall of Asheboro . . . This is the Halls' second child; Merrill is employed with Pinehurst Textiles.

THE ANNUAL unit meeting of the NCSHEA was held in Sanford, July 13 . . . Delegates were elected to the State convention in Winston-Salem . . . New unit officers are *Ed Darden*, Chairman; *J. E. Gregson*, Vice-Chairman; and *Peggy Wilson*, Secretary-Treasurer.

OTHER meetings of the Association were held recently . . . Hoke employees had a supper July 1; Commissioner *Lockey* and several county and Raeford officials were present . . . Moore County folks had their supper the same night . . . *"Ab" Carter*, maintenance supervisor, acted as M.C. when Randolph County employees had a supper July 8; he gave a very informative talk on his recent operation.

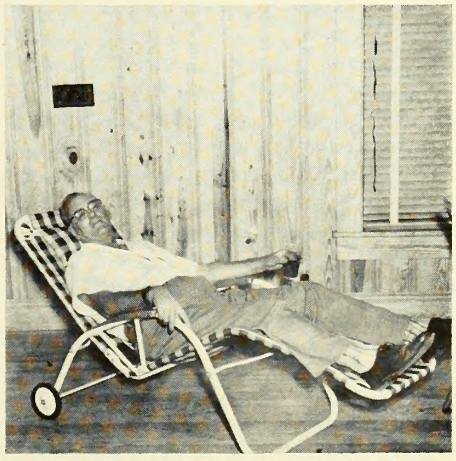
C. R. (BOB) DODSON, Location party chief of the division, resigned in July to work with the Gray Concrete Pipe Company in Raleigh . . . His outstanding work will be long remembered . . . Bob was highly regarded in the division . . . *James Vick* has replaced him and is now located in Sanford.

VACATIONS . . . The *John G. Halls* spent a week at Kure Beach in July . . . His secretary, *Mrs. Floy Burkhead*, also took a week off in July . . . *Mr. and Mrs. Bill Dye* had a second honeymoon visiting Niagara Falls, and seeing the sights in New York and Pennsylvania . . . Landscape Supervisor and Mrs. *Roy Baker* spent a week vacationing in Florida and visiting relatives . . . Road Oil Supervisor *J. L. Riley* and family spent a week on the coast.

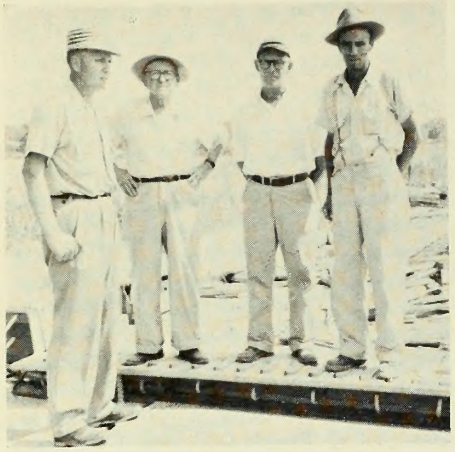
DIVISION NINE

R. B. FITZGERALD
Division Correspondent

ASSISTANT Division Engineer *Robert Bass Fitzgerald* gets called a lot of names . . . For some time, *Mrs. Florence Fulp*, secretary in the division office at Winston-



Unit Two of the NCSHEA recently presented the State President, J. L. McDonald of Greenville, with a reclining chair in appreciation of his services to the Association. Needless to say, McDonald is enjoying his gift.



Resident Engineer Carl Painter, Bridge Inspector R. R. King, Plant Inspector Andrew Joyce, and J. T. Thurber, superintendent for Rea Construction Company, are pictured on the new bridge over the Dan on NC 700, just below Draper. Painter has had over nine years with the Commission in highway construction while King says he's been in bridge construction for 54 years! Note they're standing on a new finger-type expansion plate assembly.

Salem, has been jotting down all the crazy names . . . She reports that people have asked for "*Fitzgerald*" as Mr. Switchdale, Faithgerald, Fitzberry, Hitzgerald, Jerryfitz, Crutchfield, Fitzburg, Jewel, Patrick, Frazier, Fritz Gerald, Good Tree, Fishdale, Fitchchild, Fudgejell, Whipperell, Fishercall, Frigidaire, Fritjurl, Goffer, Ridgedale, and Jarrell . . . Maybe he should change his name to "Smith" to simplify matters.

H. N. SHAW has resigned his work as a truck driver; he's moved to California.

SYMPATHY goes to the family of *Avery Anderson*, former superintendent of the Davie Prison Camp at Mocksville, who died recently . . . And to Sign Foreman and Mrs. *S. M. Pressley* in the birth and death of their first grandchild, July 24; a son, born to their daughter, Sue (Mrs. Charles A.) McGee, of Columbia, S. C., died shortly after birth.

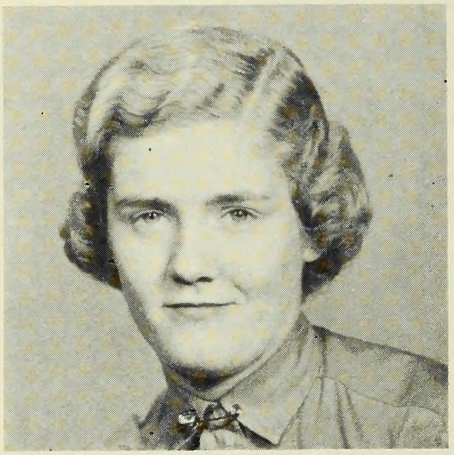
THE MANY friends of *Neely J. Cromer* of Newberry, S. C., will be sorry to learn of his death, July 23, at the Veterans Hospital in Columbia, S. C., after an illness of several months . . . Cromer started with the Highway Commission in 1922 on Construction; he was a Resident Engineer in 1937 when he was transferred to the District Office in Winston-Salem . . . In 1947, he left highway work to become general manager of the Forsyth Aggregates, Inc., with headquarters in Asheville . . . Several months ago, he moved his business to Newberry, S. C., which was his original home.

FITZGERALD of many-named fame spent several days at Lake Hickory; he didn't have too many "big fish" stories to tell this time, though.

MR. AND MRS. *A. L. Kesler* are the proud parents of a baby girl who was born June 29; the father is a section foreman's helper in District One.

GET WELL Wishes go to Mrs. Kate C. Kirk, wife of Truck Driver *C. C. Kirk*, who recently underwent surgery . . . And to *M. V. Hanes*, truck driver, who was hospitalized briefly but is now back on the job.

L. A. COOKE and family have returned from a vacation in Myrtle Beach.



Resident Engineer and Mrs. R. L. Hickerson are very pleased with their daughter's achievements. When Engenia Hickerson graduated in May, from Senior High in Greensboro, she was presented the Torchlight Society Scholarship. The award is donated each year by student scholastic leaders to a "worthy student" through funds collected in an annual talent show. She also received the Olive Minor Betts Journalism Cup for her fine record on the school publications staff.

DIVISION TEN

CHARLES R. SMITH
Division Correspondent

VACATIONS . . . Earlier this summer *Mr. and Mrs. Howard Shelton* went to Myrtle Beach; *Mr. and Mrs. C. L. Rogers* to Pennsylvania; *Mr. and Mrs. W. K. Jones* to the beach; and *Mr. and Mrs. J. G. Alexander* to Florida . . . *Mr. and Mrs. W. T. Smith* and family vacationed at Beaufort . . . *Charles R. Smith*, division office engineer, spent several days in August attending the American Legion Baseball finals at Wilmington; *Smith* is Area III American Legion Baseball Commissioner for the State . . . Division Sign Supervisor *W. E. Canfield* took h family to White Lake for a few days.

CONGRATULATIONS to the new pa ents . . . *Mr. and Mrs. John W. Jone* have a new daughter . . . *Mr. and Mr R. M. Williams* have a new baby . . There's a new baby in the home of *M and Mrs. James E. Helms* . . . *Mr. an Mrs. Charlie F. Burnette* announce th birth of a new baby . . . *Mr. and Mr R. V. Measmer* are pleased with the latest addition . . . *Mr. and Mrs. Clyd B. Floyd* have a son, Dwight Richa Floyd, who was born June 22 . . . *Mr. an Mrs. George C. Allen* have a tiny daugh ter who was born August 10.

WILLIAM M. PLYLER who is 71 ha been sick for several months . . . He ma retire after many useful years of highwa work with Union County and the Hig way Commission.

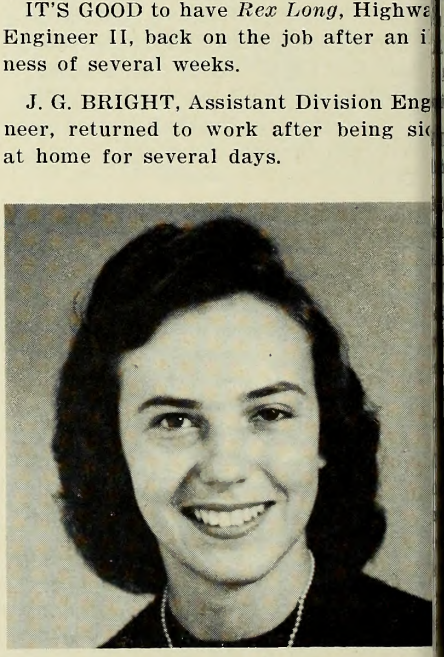
J. E. McWHORTER and *J. F. Turne* were out sick but should be back on th job soon.

J. W. TYSON has returned to wo after being out sick for several week due to an accident and a minor operatio

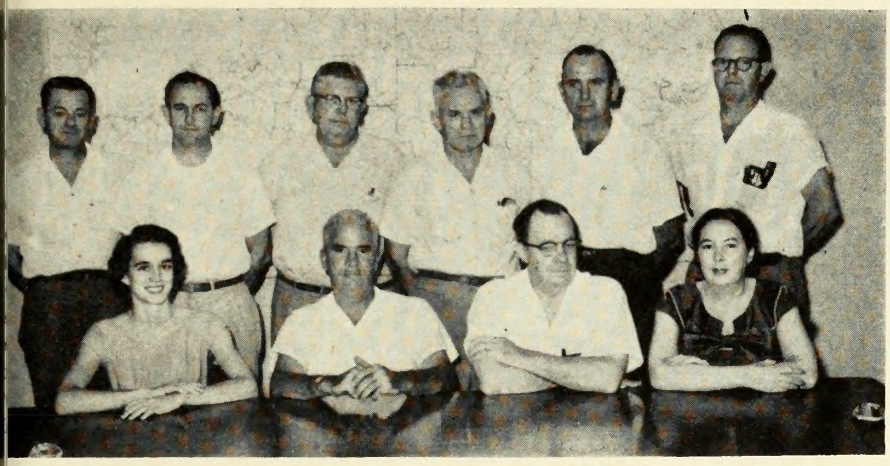
MRS. ORY JONES, stenographer-cle in the Wadesboro office, and her fami lost their home to a fire, August 11 . . The house was a total loss . . . Her fellov employees sympathize with her in th misfortune.

IT'S GOOD to have *Rex Long*, Highwa Engineer II, back on the job after an i ness of several weeks.

J. G. BRIGHT, Assistant Division Eng neer, returned to work after being si at home for several days.



Virginia Creola Parks, daughter Mr. and Mrs. J. I. Parks of Brown Sum mit, was married to Calvin Jones, son Mr. and Mrs. Walter Jones, June 18, Friendship Methodist Church. The new ly-weds are living with her parents. H father is a Foreman at Camp Burton Greensboro.



me of the folks who work in the new Ninth Division office building at Winston-
u lined up for a picture in the conference room. From left, seated, that's Mrs.
y Campbell, stenographer in Right of Way; R. B. Fitzgerald, Assistant Division
neer; Z. V. Stewart, Division Engineer; and Mrs. Florence Fulp, long-time
ographer for the division office. Standing, from left, see Bon S. Perkins,
rials Inspector for Division Nine and Eleven; Joe Lowry, Office Engineer; Sam
on, Gang Foreman; R. L. Chew, District Engineer; W. B. Pugh, Division
l Oil Supervisor; and B. C. Thompson, Right of Way Engineer.

ne boys in the division sign shop did a fine job of building the handsome
ut table for the conference room.

MMY McGINNIS, son of *E. K. Mc-is*, has joined the Air Force.

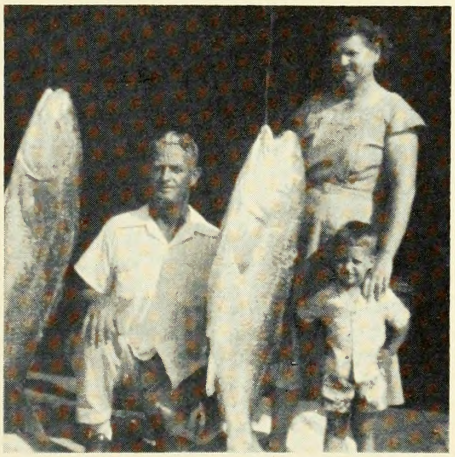
T WELL Wishes go to *Alexander egram* who lost an eye in an accident To the daughter of *Henry S. Camp-* who had an operation . . . To *Mrs. Mason* who was in the hospital . . . *F. Dry* who suffered a heart attack And to *J. H. Hagler* who was in the tal.

MPATHY goes to *J. M. Hager* in the n of his mother.

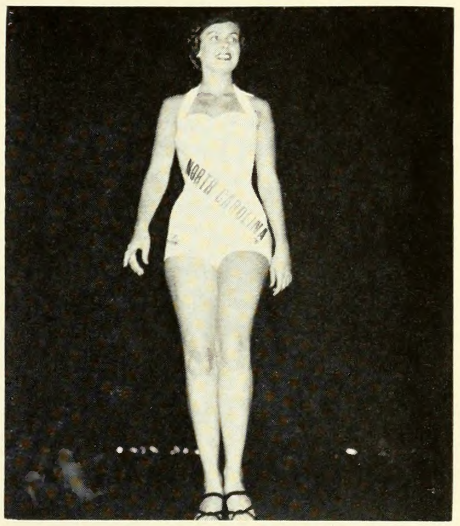
NDOLENCES go to *H. R. Shelton* of tenance in the death of his sister, ie K. Shelton of Davidson . . . To *y Boggan* of Construction in the n of his father, R. Baxter Boggan of marle . . . And to *Mr.* and *Mrs. Perry* whose son, Joe, was electrocuted e working as a Lineman for the hone company.

NY MEN have been added to the ting Department for the summer hs . . . The group, all engineering I, included *Dean C. Elliott* of on who was in Construction in Divi- 13 before being drafted in the in 1953, *William E. Kestler* and *Brown, Jr.*, of Concord, *John Ray ams* of Albemarle, *Guy Mendenhall* of , and *Bill Palmer* of Raleigh . . . ting Engineer *R. J. Wilson* super- the two field parties during the ner.

RE VACATIONS . . . District Engi- and *Mrs. H. M. Burgin* spent a short vacation touring western North Carolina; their daughter, Jean, who accompanied them, returns to WCUNC this fall as a senior . . . Equipment Superintendent and Mrs. *P. R. McCorkle* spent a week's vacation entertaining relatives from Baltimore . . . Equipment Clerk *Harry Long* and family vacationed at Manteo and Virginia Beach; they joined *Harry's* brother, Orchestra Leader Johnny Long, at Virginia Beach where he was playing an engagement . . . Several families vacationed at Dayton Beach, Florida; *Harry Boggan* of Construction and family; *Mason Gibson* of Maintenance and family; *Charles Barnette* of Maintenance; and *J. G. Alexander, Jr.*, of Maintenance and family . . . Two families went to Myrtle Beach for a vacation; *J. C. Phillips* and family; and *W. K. Jones* and family; both men are in Maintenance . . . *J. O. Sellars* of Construction and his wife took in the beaches along the Carolina coast . . . *Claude Rogers* of Maintenance and wife vacationed with their daughter at her home in New Jersey . . . *John H. White* and family spent their time-off at their cottage at Kure Beach; they reported "Connie" did considerable damage when she passed over the beach.



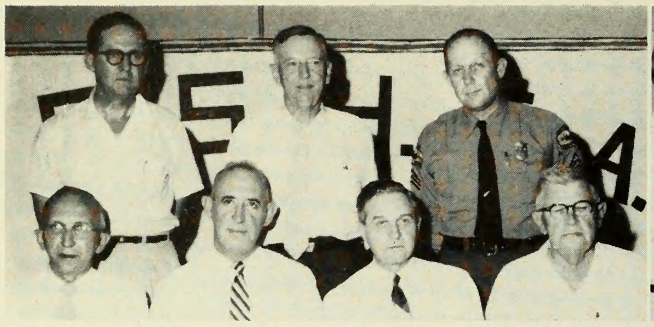
Ira O. Cooke, mechanic foreman at the First District Office in the Seventh, and Mrs. Cooke spent an enjoyable week at Drum Inlet as you see by the above picture. That's their grandson, Randy Gaddy, on the right. The Channel Bass were caught off Hatteras; one weighed 57 pounds, the other, 45 pounds.

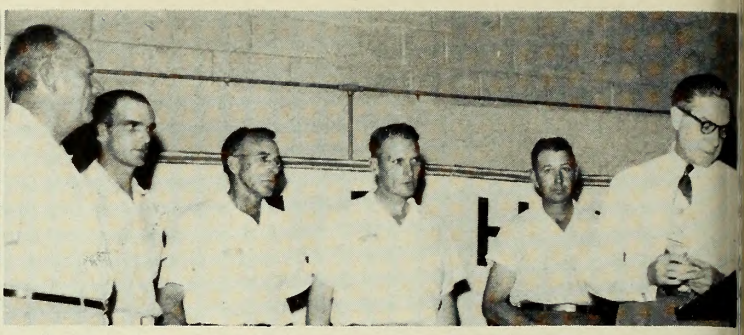


Pretty Mary Grace Ratliff was a credit to Anson County and the Highway Commission when she was chosen to represent North Carolina in the "Miss Universe" Pageant at Long Beach, California, in July. She is the daughter of Mr. and Mrs. Walter Ratliff of Wadesboro. Her father is a veteran truck driver in Anson and has been with the Commission for many years.

Earlier this summer, Mary Grace reigned as Queen of the Pageland, S. C., Watermelon Carnival. In the "Miss Universe" contest, she met girls from all over the world. Each was treated like a queen and received flowers and beautiful gifts. Mary Grace is pictured in one of the Catalina Swim suits which the company gave each of the girls. It was a thrilling experience for Mary Grace which she won't soon forget.

MAINTENANCE Supervisor *R. L. Brown*, First Vice-President of the





A division-wide meeting of the Twelfth was held in the Cleveland County Shop at Shelby to discuss social security and State Retirement merger. The speakers' panel included, seated from left, Earl A. Crump, Nathan Yelton, June F. Scarborough, R. L. (Bob) Brown; and from left, standing, Otis Banks, E. L. Kemper and Sgt. J. B. Knykendall of the Highway Patrol, who spoke on safety.

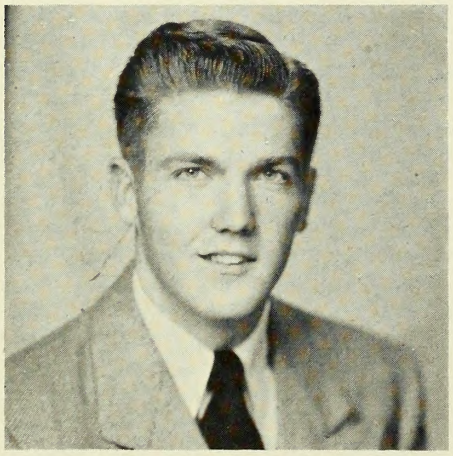
Commissioner Scarborough, at right, presented servi emblems to D. F. Rogers for 20 years (at left); C. A. Po for 15 years; E. B. Traylor and B. C. Palmer for ten year and J. P. Tomlin for five years. S. N. Lattimore and John McLain, both five-year men, were absent.

NCSHEA, has attended many of the various Unit meetings in the State . . . *P. R. McCorkle* accompanied him on several trips in the western part of the State.

IT'S GOOD to have "*Rex*" *Long* of Construction back on the job after being out sick.

CONGRATULATIONS to *Mr.* and *Mrs. Clinton Hartsell* on the birth of a baby girl . . . And to *Mr.* and *Mrs. Albert Boone* on the birth of their baby girl.

J. W. JONES of the Charlotte district office and *C. A. Barnette* of Maintenance spent two weeks training with the U. S. Army Reserve at Ft. Benning, Georgia . . .



District Mechanic and Mrs. B. R. McLain of Statesville now have a doctor in their family. In June, their son, Bill, above, graduated from the Bowman Gray School of Medicine. Dr. McLain completed his undergraduate work at Wake Forest. The doctor and his wife will live in Stamford, Connecticut, for the coming year, where he will interne at the General Hospital.

J. W. Trexler, clerk in the division equipment office, spent his two weeks training with the National Guard in Savannah, Georgia.

SEVERAL folks have been on the sick list: *Mrs. Horace Goodrum*, *L. F. Dry*, and *Mrs. Curtis Long* . . . We wish a speedy recovery to each.

DIVISION ELEVEN

CORA LEE McLEAN
Division Correspondent

THE CONTRUCTION Department in the division office is literally "sweating it out" working up final estimates.

"PEANUT" *Koontz* is still trimming his waistline for that handsome physique . . . We don't know whether it's his strict dieting or his running extra miles when it rains . . . When it showers, he looks sad; but let it rain and he moans, "The road oil has vanished." . . . Not that he's superstitious but he thinks the new intersection in North Wilkesboro is an ill-omen.

RUTH POTTER resigned as stenographer in the Elkin district office, August 31 . . . She and Montie are moving to Mocksville where he will teach in the Mocksville High School . . . She had been in the Elkin office for the past three years.

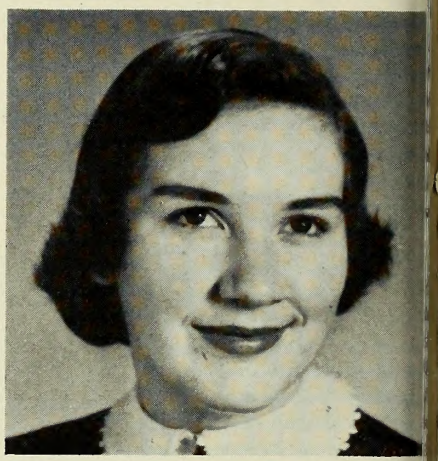
RESIDENT Engineer *R. M. Bradshaw* has moved his family from Mt. Airy to join him in Elkin.

E. L. HULL and family vacationed at Myrtle Beach the last of July; he's with Construction.

BON PERKINS and family spent a few days the first of August in the cool of the Taylorsville Lake.

PETE JUSTUS celebrated anothe birthday, July 30; yes, he still fish some.

GET WELL Wishes go to *B. A. Raine J. W. Cooper*, *Lloyd Bare, Jr.*, who h surgery, *S. C. Holder* who also had sur ery, *R. F. Bauguss*, *G. C. Phillips* w broke his wrist in a fall from the wal way of a fuel oil tank wagon, *W. Hudson* who was hospitalized in Louis



Machine Operator and Mrs. June Crouch are pleased with the hono their 18-year old daughter, Glen above, has won. She was Valedictori of the 1955 graduating class of Ne High School, editor and chief of t school year book, and a member of t Beta Club, French Club, Future Teac ers Club, Glee Club, and the basketb team. She was chosen "Miss Hi" a won the most honored award in t school, the George Wilson Memor Award. No wonder she also received Centennial Scholarship to Mitchell C lege in Statesville where she will stu Religious Education this fall.

ıa, and to *W. A. Moser* who was injured ı the job.

W. W. WHITAKER has returned to ork after a brief illness.

SYMPATHY to the family of *M. O. uffman* who died July 17 . . . To the mily of *J. B. Osborne* who died July 17; retired from the Commission in 1948 ıd had been living on his farm in Alleıany County . . . And to the *G. T. Upurch* family in the death of their 14-ear-old son, Tommy Wayne, who was lled in an automobile accident, July 30.

DIVISION TWELVE

JEAN CLINE
Division Correspondent

FROM DISTRICT ONE . . . Maintenance Supervisor *J. I. Church* took his mily to visit his sister in Sparta . . .



Unit Twelve of the Association re-ntly elected their new unit officers. rom left, that's Clyde McRee, Vice-hairman; Mrs. Lois B. Knox, Secretary-reasurer; and P. D. Miller, Chairman. ongratulations to both the Unit and the w officers.

wis Carpenter, Key Foreman in Gaston, ıd son spent a week visiting with relaves in Homestead, Florida . . . *Felton alker*, Foreman in Cleveland, and ı m i l y vacationed for three weeks hen they visited their son, Larry, who in the Air Force in Arizona . . . *C. G. oston*, Foreman in Cleveland, took seval weeks off in August.

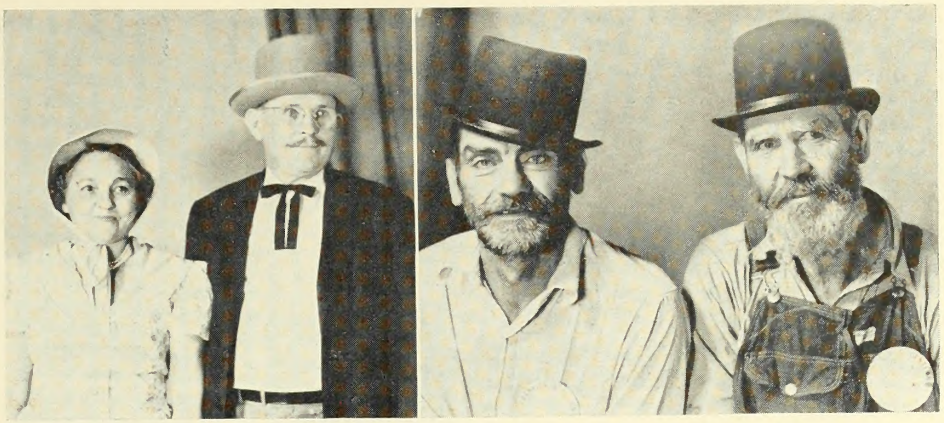
FROM DISTRICT TWO . . . Mr. and rs. *R. P. Robinette* of Iredell have a w son, Larry Wayne, who was born ne 24 . . . There's a new baby who as born July 13 in the home of Mr. and rs. *C. F. Costner;* the father is an Alexder County employee . . . Mr. and Mrs. *H. Isenhour* of Newton announce the rth of a son in June . . . Sympathy goes *N. W. Feimster* of Iredell in the death his brother-in-law, Charlie Jenkins, in tragic automobile accident . . . *J. F. orrison*, Section Foreman in Iredell, is cuperating at his home in Statesville from a serious attack of meningitis . . . Recent vacationists include District Engineer *P. D. Miller* who spent a few days at the beach accompanied by Dave, Jr., who was on vacation from his work in New Jersey; Maintenance Supervisor *P. J. Corpening* and family who spent a week's vacation at their cabin at Lake James; Maintenance Supervisor *L. D. Gaither* and family who spent their vacation the first of August at Cherry Grove; ROADWAYS' district correspondent, *Lois B. Knox*, and husband who spent a week at Myrtle Beach in early August; and *T. C. Walker*, Iredell County employee, and family who travelled to Texas for a visit with relatives.

WELCOME to *Edgar L. Fleming* who has returned to work at Statesville in the Construction Department.

VACATIONS . . . Mr. and Mrs. *Carl Allen* and family spent a week in August fishing off Kure Beach . . . Mr. and Mrs. *C. E. Laidlaw* spent a few days fishing at Myrtle Beach . . . Mr. and Mrs. *Bill Eskridge* and daughter, Ann, vacationed at Wake Forest . . . Mr. and Mrs. *P. W. Street* and family spent their vacation at Myrtle Beach . . . Mr. and Mrs. *Harold Cloninger* spent an August week at Myrtle Beach; she is stenographer in Right of Way . . . *Mrs. Betty Johnson* of the Division Office took several days off in August . . . In July, Resident Engineer and Mrs. *W. A. McNeill* spent several days at Fontana . . . Assistant Division Engineer *J. D. Peek* took a week's vacation in July.

MAX D. JONES of District One and *H. D. Smith* of Construction spent two weeks in August at the summer encampment of the National Guard.

MRS. R. E. LAIDLAW is home from the Gastonia Hospital . . . *Mrs. M. L. Hughes* is also recuperating at home from a recent hospitalization in Shelby.



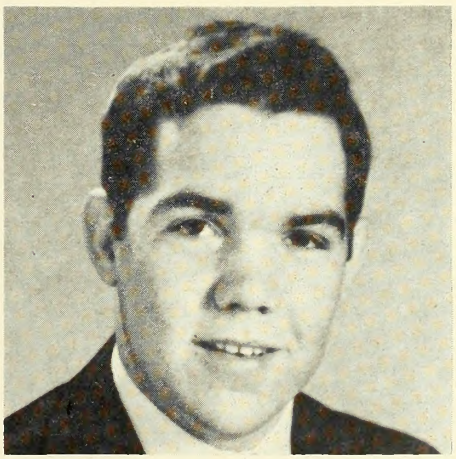
Resident Engineer and Mrs. S. T. Usry of Franklin got right in the spirit and dressed up in oldtime finery for the recent Centennial Celebration in Macon County. Horace Morgan and George Evans joined the fun by growing beards. Morgan is with the Bridge Department.

DIVISION FOURTEEN

C. J. BECK
Division Correspondent

THE ROAD OIL Department is happy to have *J. C. Wilkins* back after a brief illness; he's Road Oil Foreman . . . Two other Road Oil men, *Winfred Hoyle* and *Gomery Edwards*, have recovered from injuries and are back on the job.

GET WELL Wishes go to *C. L. Proffitt* who was injured several months ago in a truck accident.



Division Prison Supervisor and Mrs. J. C. Harris of the Thirteenth are proud of their son, J. C., Jr., above, who graduated from Central High School in Rutherford-Spindale in May and joined the Air Force in June. He's taking his basic training at Lackland Air Force Base in San Antonio, Texas.

FOUR MEN in Road Oil have resigned recently to accept other employment . . . Good luck to *M. W. Barber, J. L. Carpenter, H. B. Lanning* and *J. W. Mathis.*

THE SIGN Department welcomes *M. M. Hooper,* a new employee, and *Harley Buchanan* who transferred from District Two.

ASSISTANT Division Engineer and Mrs. *C. L. Lee* are the proud parents of a fourth boy, Edwin Gordon, who was born June 30.

MAINTENANCE Supervisor and Mrs. *T. M. Austell* of Hendersonville are mighty pleased with their new son who was born in June.

GET WELL Wishes to the children of Maintenance Supervisor *W. T. Madden* who were painfully injured in a car wreck, August 7.

IN AUGUST, Mary Page, daughter of Division Engineer and Mrs. G. G. Page, spent several weeks visiting in Florida.

MR. AND MRS. *Frank Bryson* are back from a two-week trip to Denver, Colorado, where they visited their son and his family.

Jack Noell Dies

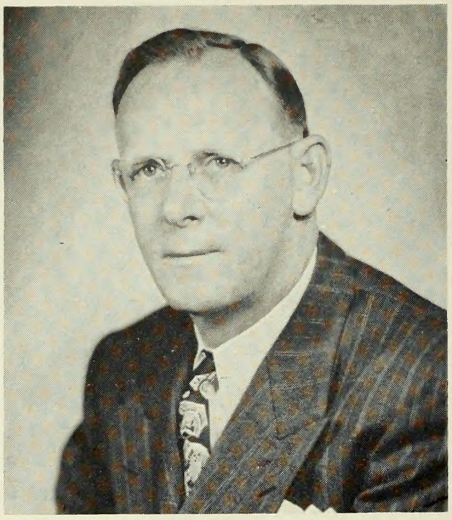
The many friends of Mr. and Mrs. Hugh Noell are saddened by the death of their son, John Henry (Jack) Noell, May 13, in an automobile accident. In addition to his parents, young Noell is survived by his wife, the former Jean Roberts of Shelby, and two daughters, Peggy, five; and Priscilla, three; as well as two brothers, Hugh Noell, Jr., and Tommy Noell.

Hugh Noell was a Division Engineer for many years with headquarters at various times in Statesville, Marion, Shelby, and Greensboro.

State Workers Get Rates For Ice Capades' Opening

Highway Commission employees and members of their family are eligible for special, reduced rates to the opening performance of "Ice Capades of 1956" in the William Neal Reynolds Coliseum in Raleigh, Monday night, October 31, 1955, at 8:30 p.m.

For the opening performance only, highway employees may purchase $1.50 tickets for $1.00; $2.00 tickets for $1.50; $2.50 tickets for $1.75; and $3.00 tickets for $2.00. Choice seats may be obtained by ordering tickets now from Z. V. Betts, Coliseum Director, State College, Raleigh, N. C.



The Commission was saddened by the death of District Engineer H. H. "Red" Weaver from a heart attack at his home, August 20, in Shelby.

He was born in Chapel Hill September 9, 1899, and was a graduate of Durham High School. He earned his B. S. degree in Civil Engineering from N. C. State College. He was associated after his graduation with the Gilbert C. White Engineering Company of Durham. Then in 1931, he joined the Highway Commission in Statesville as an assistant district engineer. In 1937 when the Ninth Division was set up in Shelby, he was transferred and promoted to District Engineer. He was in charge of maintenance in Cleveland, Gaston and Lincoln counties.

He was a deacon of the Shelby Presbyterian Church, a past president of the Shelby Lions Club, a Director of the N. C. State College Alumni Association, and a Mason. He is survived by his wife, Mrs. Clara Billie Weaver, and one daughter, Gloria Ann Weaver.

Shows will be given each evening beginning Monday, October 31, through Saturday, November 5, at 8:30 p.m., with matinee performances Friday, November 4, at 3:30 p.m. and Saturday, November 5, at 2:30 p.m. For the Friday matinee only, school children will be admitted at half-price.

Principal feature of the glittering "Ice Capades of 1956" will be "Peter Pan", the world's greatest story of youth. Other features among the ten major productions and 20 big acts include "Caged Beauty" starring Bobby Specht; "Comedy Fair"; "Autorama" presenting the entire ballet corps of Ice Capets and Ice Cadets; "Fifi from France", a novel dog act; "Fantasy in Pink", a fashion number; and Ravel's "Bolero".

Donna Atwood and Bobby Specht hea the cast of 175 skating artists, i cluding some of the world's greate skaters.

Study Group Name

Governor Hodges appointed a seve man group to study the State Highw Commission, July 13.

State Senator Claude Currie of Durha serves as chairman of the group. T other members are State Representati James Stikeleather of Buncombe, Sta Representative Carroll Holmes of Perq mans, State Representative B. T. Falls Cleveland, State Senator Clarence Stone of Rockingham County, Mayor Ha old Makepeace of Sanford, and John Clark of Greenville, a Highway Comm sioner from 1942 to 1949.

The study group met with the Highw Commissioners at their July 28, meeti in Raleigh. The special committee h the authority to make recommendatio for administrative changes and will ma a report to the 1957 General Assembly.

The group spent one day at t Greensboro office conferring with Di sion Engineer T. A. Burton and Co missioner J. Van Lindley who told the of the high cost of acquiring right way and the difficulties in attracti young, qualified college engineeri graduates to highway service.

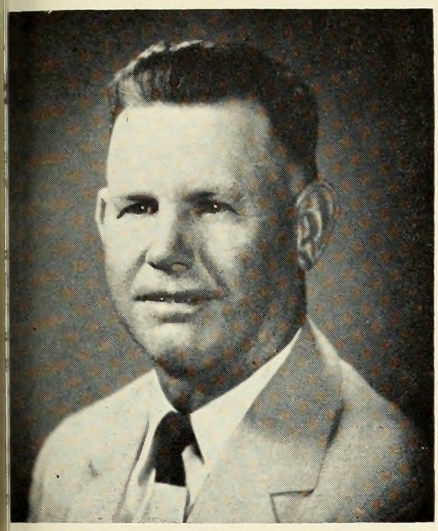
Federal Aid Funds

North Carolina will receive $21,251,9 in federal-aid road funds for the 1956 fiscal year, Secretary of Commerce S clair Weeks said recently. Last year, t State received a total of $21,112,832 fr federal-aid funds.

He announced the allocation in app tioning the $875,000,000 Congress voted continue the federal-aid highway p gram. North Carolina's share inclu $7,889,021 for primary system roa $4,403,745 for Interstate Highway Syst routes; $6,730,557 for secondary route f eral-aid projects, and $2,228,665 for f eral-aid urban projects. The State w allocated $138,384 for work on roads national forests.

The federal allocation was made s eral months ahead of the time limit fix by Congress in order that highway wo can continue. The $875,000,000 is the b ance of the $1,932,000,000 authorized grants to states over a two-year peri under the 1954 federal-aid highway act

HONOR ROLL OF 30-YEAR HIGHWAY EMPLOYEES



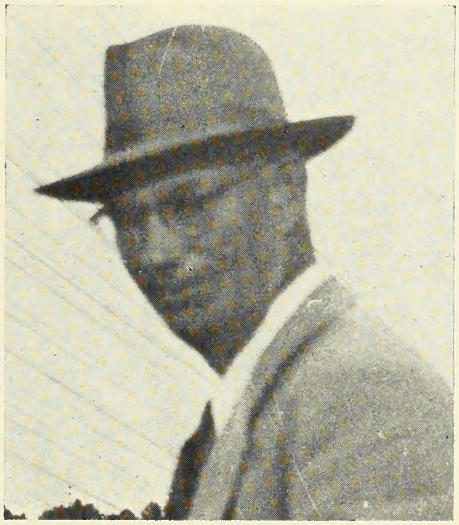
HAROLD FLOYD SETZER

Gang Foreman Setzer began his high ay service as a truck driver back in 21 in Catawba County of the old Ninth ivision. He worked in Newton under e supervision of J. B. Pridgen and Tom oyall. In 1930, he was promoted to ction foreman in charge of maintaining d No. 271 from Newton to Charlotte. year later, he was transferred to Lin-ln County under supervision of Lloyd oss and M. E. Beatty. He subsequently as supervised by Lentz, Woodrow Wyke, d P. D. Miller. From 1937 to now he s worked under supervision of H. H. eaver and Johnny Church. Setzer was omoted to his present position in 1951. Son of Loren Noah and Eva Setzer, he as born September 12, 1903, near Clare-ont. He was educated at Balls Creek gh School. November 13, 1926, he was arried to Lottie Mae Rudisill. Today ey live on a small farm near Iron ation and are members of the Presby-rian Church. They have eight children: rl, Billy, Howard, Jack, Darrell, Linda, nny, and Keith. After work and week-ds, Setzer's hobby is truck farming.

The Resident Engineer on the struc-res of the Salisbury bypass is James Kennedy of Salisbury who has also pervised construction of bridges over ep River at Cumnock, Yadkin River Elkin, Yadkin between Spencer and xington, and the bridge of the South-n Railway in Salisbury.

His highway service dates from April 1922, when he started as a rodman der J. H. Cranbrook at Raeford. He sequently worked with C. M. tchett, Hepburn and Thompson. er he supervised the construction three small bridges and the grading and placing of topsoil on the road from Pittsboro to Chapel Hill. He was promoted to senior Resident Engineer and was in charge of building the road from Oxford to Henderson and from Oxford to Berea. His next project was construction of road from Lillington to Wake County line.

He subsequently was in charge of building road from Roxboro to Semora, of paving road from Lillington to Cumberland County line and a bridge over the Cape Fear, and a roadway job from Elkin to Booneville. Later he was on Maintenance in Durham County under D. M. Rea, R. Markham, and J. H. Proctor.



JAMES A. KENNEDY

In 1935, he went with W. P. A. and helped stake out the Douglas Municipal Airport in Charlotte and build the Legion Memorial Stadium. He returned to highway work the next year and subsequently served under L. E. Whitfield, T. J. McKim, L. B. Peck, and M. E. Beatty. For two years during World War II, he worked with several private engineering firms.

Kennedy is the son of A. M. and Ada C. Kennedy. He was born February 10, 1896, in Troy, S. C. Educated at Due West High School, he graduated with an A. B. degree in 1920, from Erskine College.

During World War I, he served with the 321st Infantry of the 81st Division. He was overseas in France for 11 months. June 27, 1923, he was married to Cornelia Christine Campbell in Bartow, Florida. Today they live in Salisbury and are members of the Second Presbyterian Church. They have two sons: James A. Kennedy who is pastor of the Falling Springs Presbyterian Church in Glasgow, Va.; and Arch C. Kennedy who is with the U. S. Army in Germany. James has two sons and a daughter. The senior Kennedy has been a member of the N. C. Society of Engineers since 1925.

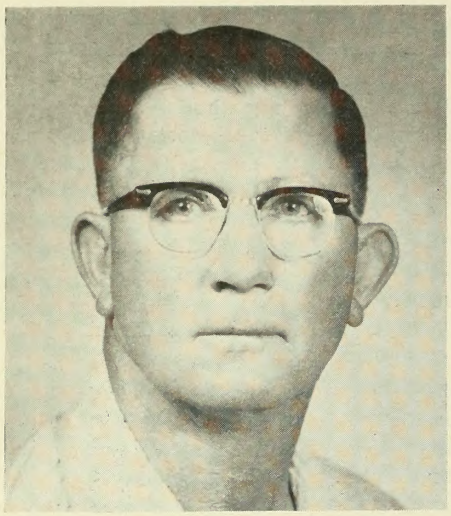
Highway work is a family affair with Carl Perry Thomas. In his words, "My father retired from work as a Foreman and I have two brothers who are mechanics."

Carl Perry Thomas is a Supervisory Foreman and works with District Engineer E. L. Curtis out of the Bryson City office. Looking back, he says, "I began work on March 7, 1925, with John Welch, crushing rock. Then I helped with paving under Sid Grant, Maintenance Foreman, and also under Perry Grant, Maintenance Foreman. Next, I worked as a truck driver, Foreman, Motor Grader Operator, and Bulldozer Operator before promotion to my present work."

Son of Mr. and Mrs. Charlie Thomas, he was born April 20, 1907, in Swain County. He was educated in the Bryson City Elementary School. March 3, 1928, he was married to Eva Elizabeth Lollis in Swain County. They have four children at home: David, Wayne, June and Julia. Their oldest son, J. T. Thomas, has been in the Navy six years. Their two married daughters are Joanna Giby and Carlena Milligon. There are three grandsons and one granddaughter. The Foreman and his wife are members of the Deep Creek Baptist Church.



CARL PERRY THOMAS



CLYDE VANCE HASKETT

Section Foreman Haskett dates his highway service from May, 1924, when he started with the Highway Commission as a section foreman's helper in Kinston. After one year, he was changed to an extra man and remained so until he was transferred to Johnston County in 1927. Since then, he has worked as a Section Foreman on US 301, 701, and NC 210 and 50. In 1951, he was changed from Section Foreman on the rural highways to the maintenance of the State Highways through all the towns in Johnston County.

In his words, "All during the past 30 years, I have seen many changes take place throughout the county and State."

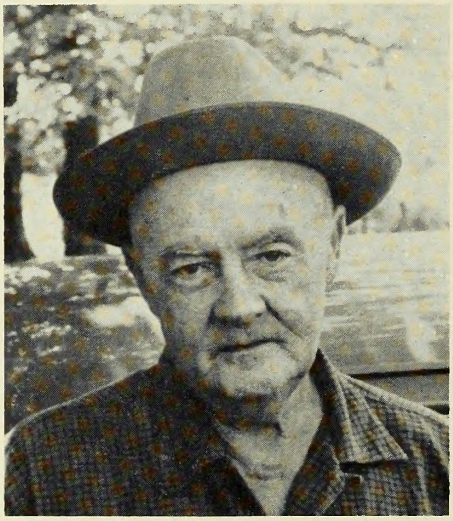
Son of Mr. and Mrs. Charlie Haskett, he was born September 21, 1897, in Newport. He attended a small country school near Newport, and dropped out before high school graduation.

March 17, 1917, he was married to Maybelle Smith, in Newport. Today they live on Route One, Four Oaks. They are members of the Four Oaks Baptist Church. He's a member of the Masonic Lodge and J.O. U. A. M.

The Hasketts have five children, all married now. They are Carol Vance Haskett of Santa Susana, California; Lois Daughtry, Francis H. Barnes, Margaret Lassiter, and Shirley Jones, all of Four Oaks. There are four grandchildren. One of them, ten-year old Sylvia Ann, lives with the Senior Hasketts.

Highway Inspector II James L. McClure has been an inspector on the following major projects: US 64 from Rutherfordton to Morganton; US 221 from Rutherfordton to Marion; Graham Street bypass in Charlotte; US 74 from Fairview to Beaucatcher Tunnel at Asheville; US 70 from French Broad River to Hot Springs; US 74 from Monroe to Wingate; US 70 from Durham to Raleigh, from Hickory to Valdese bypass, and from Salisbury to Statesville.

In his words, "I started working January 1, 1919, as a rodman under Wyeth M. Peyton, then head of the western division. At that time, the Commission had only three divisions. My first job was on the location, grading and paving of US 74 from Gaston to Henderson counties. In 1921, the State was divided into nine divisions and for 15 years, I worked under District Engineer H. E. Noell. I also worked with L. B. Peck, Division Engineer at Albemarle, in 1934; Bill Sizer, Resident Engineer, at

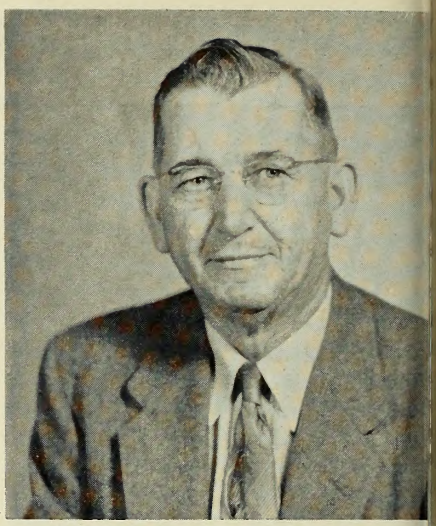


JAMES L. McCLURE

Greensboro, in 1936; and Ernest Gibbs, Resident Engineer at Raleigh, in 1938. At present, I'm with Division Engineer W. M. Corkill."

October 22, 1893, he was born in Rutherford County. His parents are James and Annie McClure. December 28, 1922, he was married to Sadie Tanner in Rutherfordton. They live at 131 Ridgecrest, Rutherfordton. They have three sons and a daughter: James A. McClure, Mrs. Annie McClure Young, William H. McClure, and Donald T. McClure. The McClures are Methodists. He's a member of the American Legion.

Sign Painter Compton dates his highway service from April, 1923, when he came with the State Highway Commission in the Sign Department. He worked under the supervision of District Engineer John D. Waldrop, Assistant District Engineer J. S. Easley, and Sign Supervisor L. H. Wilson. Through his 30 years of service, Compton has also worked under the direction of J. W.

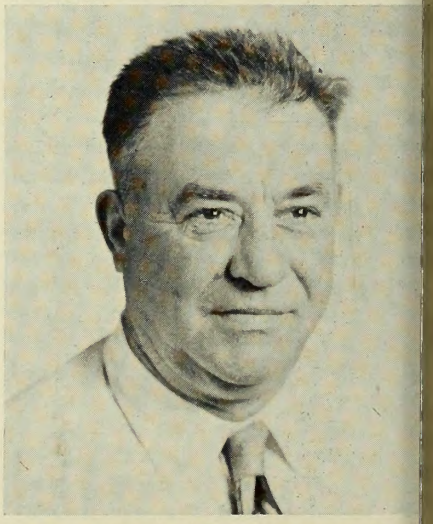


CHARLES BERNARD COMPTON

Mills, D. M. Rea, R. Markham, L. Peck, and T. A. Burton. Except f two brief periods, Compton has alwa worked in the Sign Department. He d take a leave of absence from 1942 1943 and later worked 18 months wi the Equipment Department.

Charles Bernard Compton is the s of Julius F. and Betty Mae Compton. was born June 24, 1897, in Alaman County. In 1914, he graduated fr Mebane High School. April 12, 1918, was married to Ada Horner. Today th live at 612 Willard Street in Greensbo and are members of the Bessemer Ba tist Church. They have a son and daug ter: Mildred Marie (Mrs. James V Monti who is a registered nurse in local hospital; and Dr. Carl E. Compt who is pastor of the First Bapt Church in Myrtle Beach, S. C. The seni Comptons have eight grandchildre three boys, five girls.

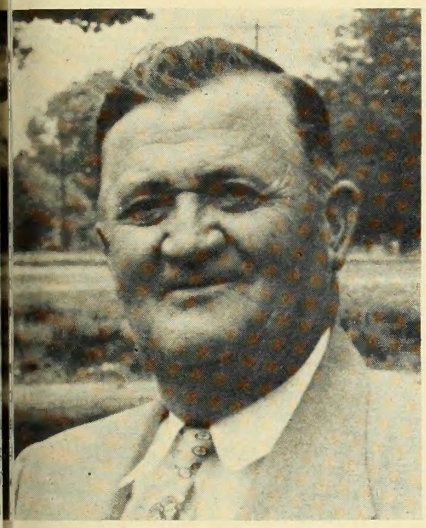
Compton is a member of the Bessem Business Men's Civic Club.



JOHN ERNEST JONES McNEILL

Motor grader operator McNeill of ke County says, "I started with main- ance in Montgomery County in July, 24, as a section foreman helper. After months, I was promoted to Section reman for one year at West End. I rated one of the first motor graders come out. I have done everything in line of highway work."

McNeill is the son of J. T. and Eliza- h McNeill. He was born August 27, 1, in Troy in Montgomery County. 1937, he was married to Mary Camp- l in Bennettsville, S. C. They live in eford and are members of the Baptist urch. The McNeills have two daugh- s: Shirley and Judy.



RUSSELL AUSBY MOSER

Section Foreman R. A. Moser started work with the Highway Commission vember 1, 1924. He was a Section reman Helper under District Engineer S. Currier of the old Seventh District. also served under T. A. Leeper and G. Ashby.

n 1927, he was transferred to Walk- own as a section foreman. Three rs later, he was tranferred to East d in Yadkin County as Section Fore- n on NC 67. He worked there till 3, when he was transferred to his sent work in Yadkinville.

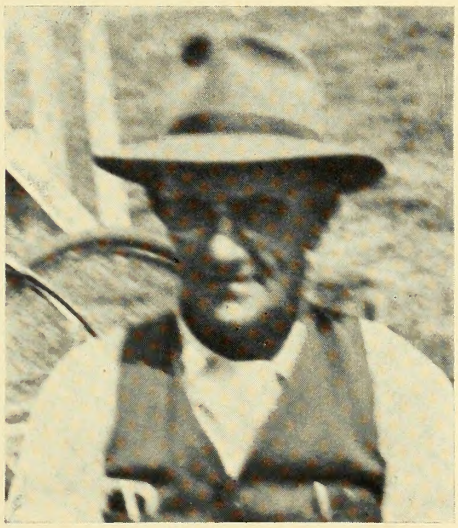
His parents are L. O. and Selena er Moser. He was born July 1, 1900 King in Stokes County. November 919, he was married to Etta Lawson Rural Hall. They are members of the lar Springs Church of Christ in kes County. There are three children: ille M. Fletcher of Detroit, Vernon er of Winston-Salem, and Delma er of Tobaccoville.

Off the job, he enjoys fishing. His hobby is collecting Indian relics.

Section Foreman Cannon of Grimesland dates his highway service from July 1, 1924, when he was employed by T. A. Arnold of Chicod to help operate the mule teams. A year later he was promoted to Section Foreman and worked under supervision of W. H. Rogers, Jr., now Chief Highway Engineer.

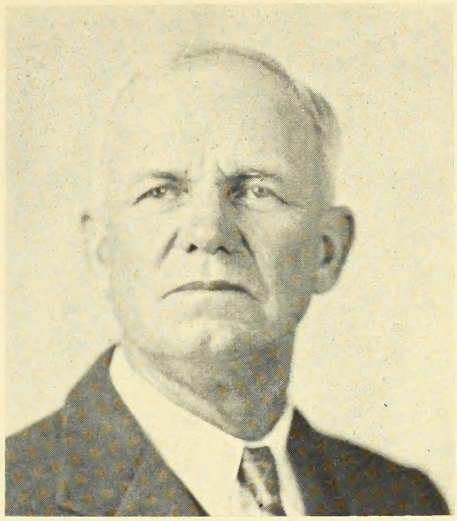
Cannon recalls that he worked with a steel wheel tractor and later a Caterpillar tractor. In 1931, he worked under W. N. Spruill. From driving a tractor, he went to a highway special truck, then the F. W. D. truck, and to the Corbet truck (four-wheel drive). He then operated a motor grader which he still does today. He says his highway work has included everything except laying pavements.

Cannon, born March 28, 1894, in Littlefield, is the son of Charlie Edward and Clemmie Lee Cannon. He never went to grade school and the last place he attended school back in 1912 was at Stokes Town, Pitt County, which had a one-teacher school. August 30, 1914, he was married to Mollie E. Tripp of Ayden. Their five children are Iris Mildred, Stella May, William J., Jr., Clemmie Lee, and Vivian Earl. His first wife, Mollie, died in 1931. A year later, he married Lula Oakley, of Pitt County. Today they live in Grimesland. Their five children are Nellie Gray, Barbara Ann, Charlie Edward, George Ray and Donnie Lee.



WILLIAM JESSE CANNON

Section Foreman Todd R. Scarborough says that "I began work with the Richmond County Highway Department, November, 1924. I worked there until July, 1931, when the State took over the highway work. I continued work under the State Department and



TODD R. SCARBOROUGH

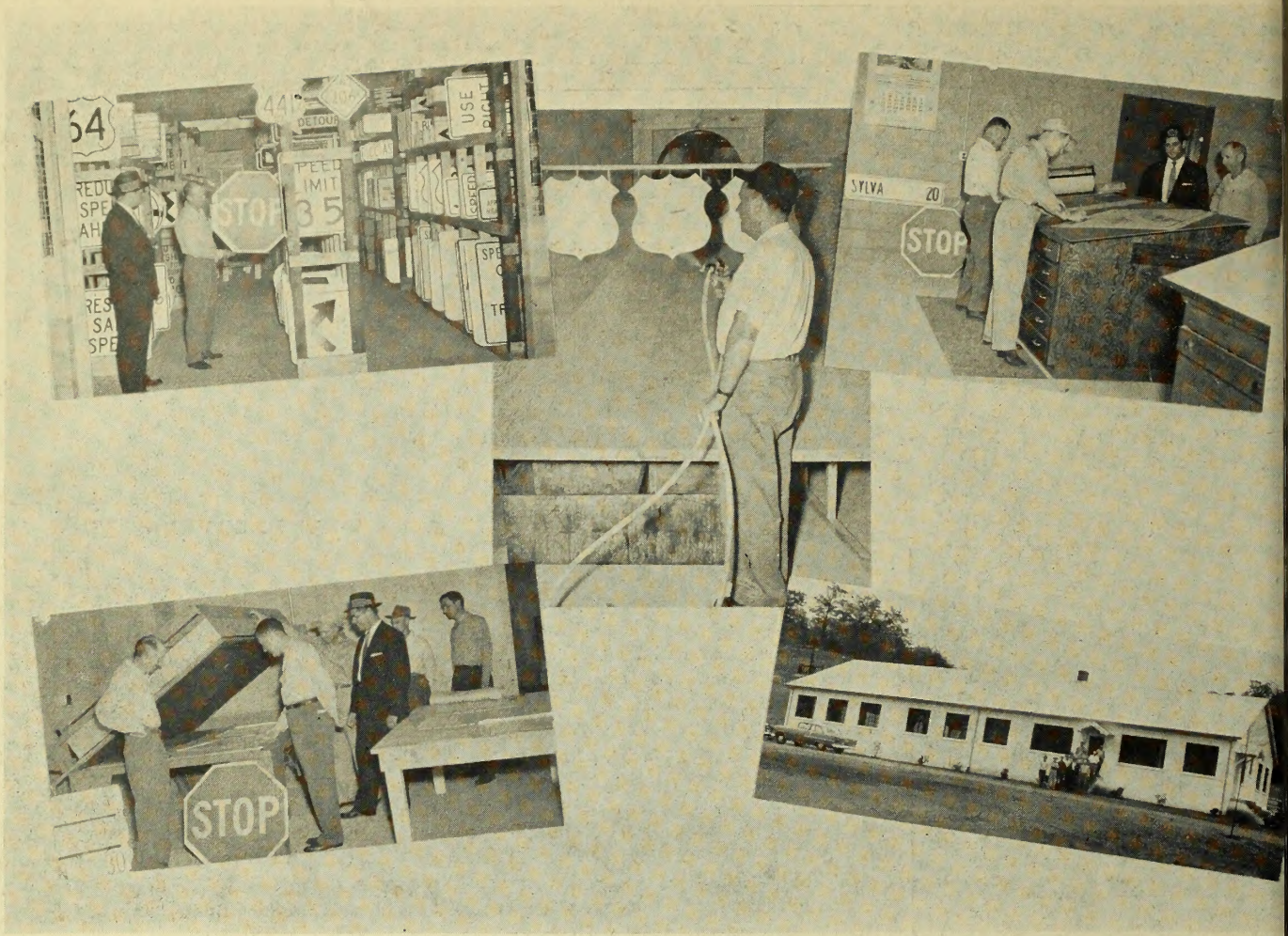
never missed a day in the change-over. My work has been confined to Richmond County except for an occasional assignment for a day or two as relief in Moore and Anson. My work has been with the maintenance department as a section foreman maintaining roads, bridges and right of ways."

He adds, "I have worked with such fine gentlemen as Supervisors Steed, Willie Brown, Taft, Bob Chew, and at present Jimmie Lee. T. F. Royal was my District Engineer until the recent arrangements of the districts."

Scarborough was born April 28, 1886, in Mt. Gilead. His parents are Alfred Dawson and Mary Christian Scarborough. He attended the local free schools and the Southern Industrial School at Charlotte. April 26, 1936, he was married to Lenora May Ellis in Charleston, S. C. They live in Hoffman today and have two children: Todd Robert and Mary Grace Scarborough. They are Methodists.



Five employees at the Raleigh Equipment Depot have recently completed 30 years of highway service. Congratulations to Erwin King, Minnie Hornbuckle, John Phillips, H. O. Layton and Goldie McGhee!



New Sign Shop is Arranged for Efficiency

The newly-completed division sign shop for the Fourteenth Division at Sylva is one of the best-planned shops in the State. The various rooms were arranged for their most convenient use by the sign employees.

One corner room is used to reclaim old signs. A sand blast machine has been rigged up to clean paint off old signs in less than one minute. It replaces the old method of soaking signs in acid bath and then scraping, which was tedious and took much longer.

Another room is devoted to carpentry work. Here with modern tools most any type of sign can be built.

In the storage room, top left picture, the various types of signs are indexed and neatly stored in separate racks.

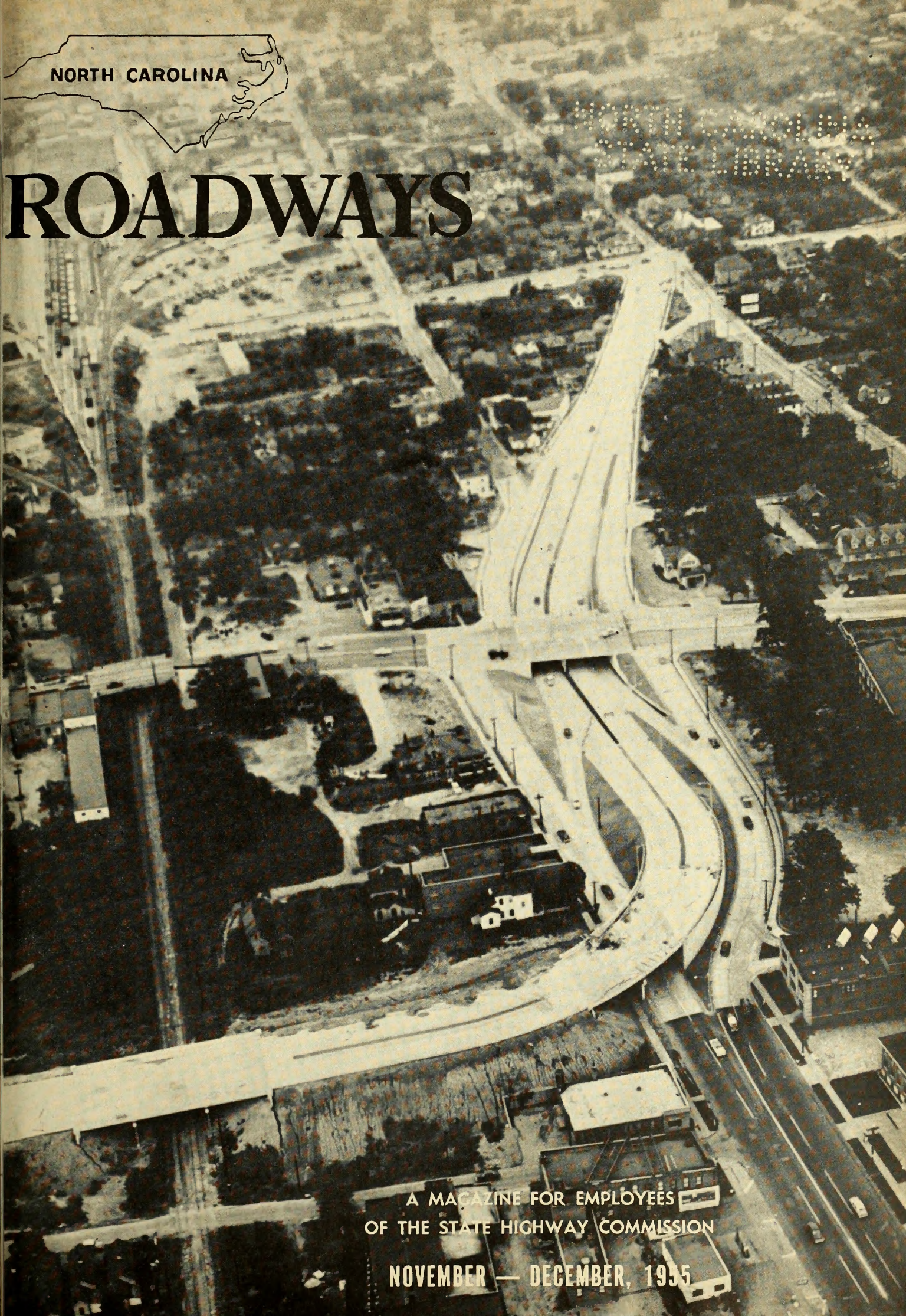
The top center picture shows Leon Barron using the spray room. Here the signs to be sprayed are hung in front funnel-type rack. Gone are the sickening paint fumes suction fan at the small end or outlet of the funnel draws all excess spray. The suction fan keeps the workmen f getting sprayed themselves. Behind the suction fan, th a water spray which kills the outgoing paint spray keeps it from spraying the countryside. Division Sign Su visor J. F. Bryson is applying for a patent on this ingen spraying arrangement.

At top right, Sign Painters W. L. Enloe and J. B. Cunn ham, Gunter of the Scotchlite Corporation, and Bryson pictured. Bottom left picture shows Bryson, Division Engi G. G. Page, Cunningham, Enloe and Assistant Division E neer C. W. Lee. Bottom right picture gives an overall vie the sign shop with the employees lined up.

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ROADWAYS

A MAGAZINE FOR EMPLOYEES
OF THE STATE HIGHWAY COMMISSION

NOVEMBER — DECEMBER, 1955

Division Engineer Dies



G. G. Page of Sylva, Division Engineer of the 14th Highway Division, died from a brain hemorrhage, October 10.

As Division Engineer of the 14th, he had supervised all the road work on the State system in Cherokee, Clay, Graham, Haywood, Henderson, Jackson, Macon, Polk, Swain, and Transylvania counties. His many years of experience in the construction field amply qualified him to guide the roadbuilding in these ten mountainous counties.

In May, 1953, when the Commission was expanded from ten to 14 divisions, Page was promoted from Senior Construction Engineer to Division Engineer of the 14th.

Page was first employed by the Commission as a rodman and instrumentman in 1926. The following six years, he worked on road projects near Winston-Salem, Boone, Franklin, and Sylva. In 1932, he was promoted to Resident Engineer and was in charge of various highway construction jobs near Roxboro, Mebane, Bakersville, Spruce Pine, Newland, Sylva, Brevard and Franklin. From 1942 to 1944, he was employed as an engineer on railroad and airport construction in Virginia and Kentucky by the contractor, W. E. Graham and Sons. Next, Page went with Myron A. Sturgeon in Norfolk, Virginia, as a Hydrographic Engineer.

In 1946, he returned to the State as a Roadway Construction Engineer. He made all final inspection on road work done by contract before accepting it for maintenance by the State.

Page was born February 6, 1909, in Cheraw, South Carolina. He was the son of Lillie H. and George G. Page. In 1924, he was graduated from Guilford High School. The following two years, he studied at Guilford College. He was a member of the N. C. Society of Engineers, the Western Carolina Engineers Club, the Masons, and the Elks.

April 11, 1936, he was married to Elizabeth March in Greenville, S. C. They have one daughter, Mary Frances Page. The Pages are Presbyterians.

The SYLVA HERALD said of Page's death that "his home, his community, and his State have suffered a deep loss. As a loving husband and father, a loyal citizen and an outstanding engineer and highway employee, George G. Page will be greatly missed."

And, he "was deeply interested in the highway program of his 14th division, and was sincerely trying to build as many miles of good roads as money available would permit. He did not believe in scattering the State's road money on a hit or miss plan, but rather advocated the building of better roads on a long range, forward-looking plan. The 14th Division has lost a good road builder and the community a good citizen."

His assistant, C. W. Lee, was promoted to Division Engineer. Paul Dupre, District Engineer at Hendersonville, was in turn promoted to Assistant Division Engineer.

Lee, 40, has been with the Commission since 1935, except for duty with the Navy during World War II and Korea. He has worked mostly on construction as a resident engineer, but he was a maintenance supervisor for a while.

Dupre, 45, came with the Commission in 1936, on hig way and bridge construction in the western part of the Sta He worked briefly with TVA and J. C. Critcher, Inc. served in Burma, India and China during World War II.

COVER PICTURE

Aerial picture of the newly-completed Morehead Street-Independen Boulevard - South Boulevard interchange in Charlotte was made by t CHARLOTTE OBSERVER. The big urban project should relieve traff congestion within North Carolina's largest city. More than 40,0 vehicles per day already use the new interchange.

The project was designed to expedite the east-west flow of throug traffic on US 74 and NC 27. Through traffic on US 74 and NC 27 w pass under the Morehead Street bridge (center right) while hea local traffic from Charlotte's business area (at far left) can flow u interrupted along Morehead Street to residential area (at far right).

Only three of the seven major structures—Morehead Street brid (right center), the South Boulevard grade separation (lower right and the bridge over the Columbia branch of the Southern Railro (lower center)—are shown. The four other major structures a located over Irwin Creek, over Clarkson Street, over the mainline the Southern Railroad, and a triple box culvert over Irwin Creek. T big municipal job is 2.066-miles long and will cost about $1½ millio The work begun in June, 1954, should be complete by January 1, 195

NORTH CAROLINA ROADWAYS

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A. H. GRAHAM, CHAIRMAN

STATE HIGHWAY COMMISSION

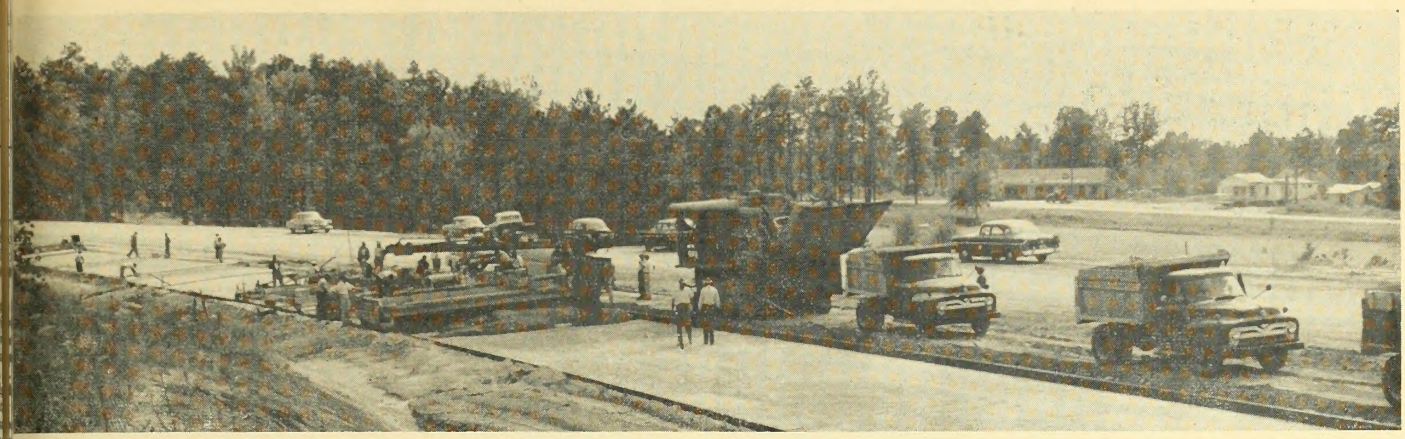
J. Emmett Winslow, Hertford
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C. Heide Trask, Wilmington
M. E. Robinson, Goldsboro
Donnie A. Sorrell, Durham
C. A. Hasty, Maxton
J. Van Lindley, Greensboro
Forrest Lockey, Aberdeen
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James A. Hardison, Wadesboro
W. Ralph Winkler, Boone
June F. Scarborough Statesville
J. Fleming Snipes, Marion
Harry E. Buchanan Hendersonville

W. H. Rogers, Jr., *State Highway Engineer*
R. B. Peters, *General Counsel*

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Wade Pridgen, Wilson
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Steve Ammons, Fayetteville
P. L. Welch, Greensboro
Edward C. Darden, Aberdeen
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Charles R. Smith, Albemarle
Cora Lee McLean, N. Wilkesboro
Jean Cline, Shelby
Dan Turner, Asheville
C. J. Beck, Sylva

Margaret Burk, *Editor*



A modern dual-drum paver is used in paving 3½ miles of e Durham bypass. Relocated US 70 is being paved from S 70, west of Durham, to present US 70 east of Durham. ne work consists of laying a four-inch selected subgrade inforcement and eight inches of Portland cement concrete. W. H. Scott, Inc., of Franklin, Virginia, has the paving contract on a bid of $473,140.50. The work, scheduled for completion in May, 1956, is being done in the Fifth Highway Division where Hunter Irving is Division Engineer. J. B. Cutchin is resident engineer on the project.

You Are Safer on a Four-laned 'Controlled Access' Highway

In North Carolina, the four-lane high- hy with "controlled access" is 34 per nt safer than the same highway with o control of access."

A study of 1954 accidents has been mpleted on eight different such ex- essway sections in North Carolina by e Division of Statistics and Planning. cident rates for 1954 were studied US 29-74 from Kings Mountain to stonia; on US 29 from Charlotte to ncord; on US 70 from Old Fort to dgecrest; on US 74 from Charlotte to onroe; on US 52, 29 and 70 from the xington Bypass to the Yadkin River; US 29, 70 from the Lexington Bypass Thomasville; on US 19 and 23 from naluska to Canton; and on the Lex- gton Bypass itself.

All these expressway sections are of e four-lane divided type with a median ea between the inside lanes. All are ee of sharp curves, narrow shoulders, rrow bridges and excessive grades. l are heavily-traveled and carry be- een 4,000 and 9,000 vehicles per day. ly accident reports for 1954 were udied.

The results showed that the two ctions with "full control of access" vith side entrances at predetermined, ecified and safe points) had an acci- nt rate of 93 accidents per 100 million hicle miles of use, and no fatal acci- nts.

The two sections with "partial control access" (some entrances at grade om intersecting county roads and ivate or business establishments) had record of 129 accidents per 100 illion vehicle miles of use, and no fatal cidents.

The four sections with "no control of cess" (no restrictions on side en- ances at grade) had 140 accidents per 100 million vehicle miles of use, and two fatal accidents!

For the whole primary highway system (composed of two, three and four-laned designs), the accident rate was 215 per 100 million vehicle miles of use!

The expressway sections with "full control of access" had 34 per cent fewer accidents than the sections with "no control of access", and 57 per cent fewer accidents than on the average primary highway in North Carolina.

The report pointed out that some accidents, of course, were more serious than others. Then, too, so few accidents on the study sections were fatal that they could not be exactly rated on this basis. One year is too short a time for exact ratings, but the study verifies our own observations.

The study bears out a recent survey by the U. S. Bureau of Public Roads which shows that rural primary highways with "controlled access" have only one third the rate of fatal accidents and one-half the rate of other accidents, as compared to similar highways without "control of access."

Design For Safety

The accident study proves that the most effective way to reduce accidents is to build more safety into the highway itself.

The major highway with "full control of access" where motorists safely enter and leave only at grade separations is 34 per cent safer than the highway where motorists can haphazardly dart in and out from private or business driveways adjacent to the main highway.

Highway Chairman A. H. Graham commented, "Engineers have known for a long time that a large percentage of accidents result from turning into or off a major highway. For some time, they have urged control of vehicular entrance and exit by prohibiting too numerous driveways, filling station exits, and crossing roads which produce 'marginal friction'."

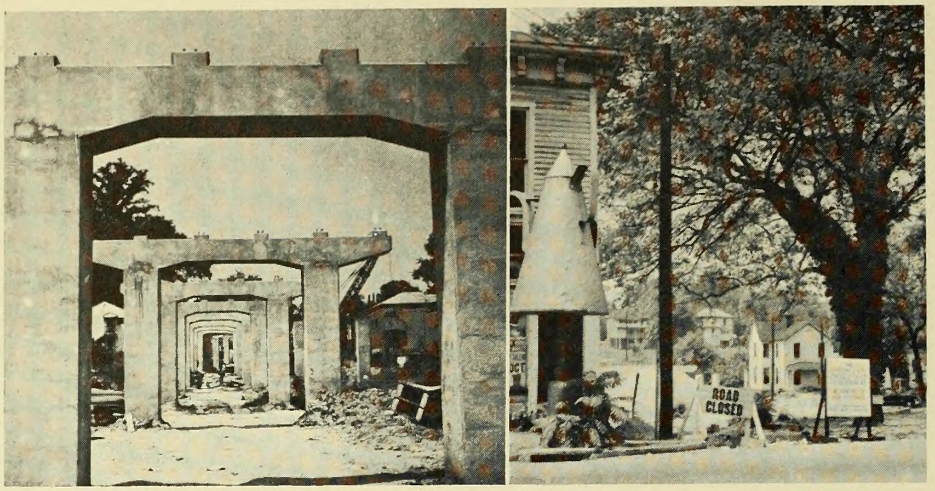
"The safety of a highway depends as much on the roadside conditions as on the design, alignment and sight distance of the pavement itself. If all traffic moves at about the same speed and the side access is controlled so that the motorist enters or leaves the highway only at safe points, traffic will flow along smoothly like water in a pipe, with no friction or reason for a mix-up.

"The meaning of 'controlled access' is not clear to the average driver, nor is he always conscious that the principle has been applied to the highway on which he's driving.

" 'Controlled access' is often loosely expressed in 'Superhighway, Turnpike, Expressway or Freeway.'

" 'Controlled access' permits through traffic to flow freely and continuously at road speed, in safety and without interference or danger from entering side traffic. With 'controlled access', traffic from abutting property enters the paved service road which is parallel to

(Continued on next page)



A worm's eye-view of the bents for big structure on Winston-Salem Expressway looks like an archway. When the project is completed, the area will be used for parking under the bridge. A familiar Winston-Salem landmark, the Coffee Pot, will be carefully moved out of the path of the Expressway to a new location.

'Controlled Access'

(Continued from page 1)

the main highway. The service or access road, in turn, enters the main highway only at predetermined, safe points. All intersecting county or primary roads cross either over or under the main highway on bridges or grade separations.

" 'Controlled access' benefits the motorist by cutting down on the irritation and fatigue from slowing and stopping to let side traffic in. It saves driver time and reduces operating motor vehicle cost.

"It has been shown that the driver's time, especially for businessmen and for truckers, has a real economic value of significant proportion. Motor vehicle operating costs are reduced when stops, starts, braking and delays are cut down.

"Lack of access control cuts the carrying capacity of a highway by 50 per cent in rural areas and up to 70 per cent in urban areas.

"We have all seen a good, adequate rural highway become gradually but surely hemmed in by roadside property development, driveways, parallel parking and pedestrian movements. Soon the major highway becomes choked, congested, unsafe and altogether unfit to carry heavy traffic. Widening or major remodeling of the highway is usually impossible due to this fringe property development along the roadside.

Relocate Congested Route

"The existing highway must usually be abandoned as a through highway in favor of a new location. A sure sign of the over-congested and obsolete highway is the '35 miles per hour speed limit.' The need for the reduced speed limit is almost always the lack of 'controlled access'. Besides, there is a serious loss to the driver in time and money, if he must continue to use congested and unsafe highways.

"The abandonment of the State's investment in a whole highway location involves much waste. We cannot afford to endlessly 'build another road' to replace the one that has become inadequate to carry through traffic. If the State co tinues to 'build another road' on anoth location without controlling the acce the State will eventually exhaust most direct highway locations.

"However, once the driver uses a 'co trolled access' highway, he becom enthusiastic about it, even though may not understand the restrictions i volved. One of our best examples of 'controlled access' highway is the fou lane divided Lexington Bypass whe abutting homes and businesses are s back off the main highway on paral service roads which enter the expre way only at safe, designated points. Th 'controlled access' highway has be hailed as one of the finest highways the State. It has met with univers praise and acceptance by our motor hicle users. (Such a highway more th pays for itself and justifies the vast e penditure of road construction fun because of its wide usage.)

"On the other hand, the adjoini property-owner almost always oppos the construction of a 'controlled acce highway. Most people are inclined to s 'It's a fine idea, but not on my land.'

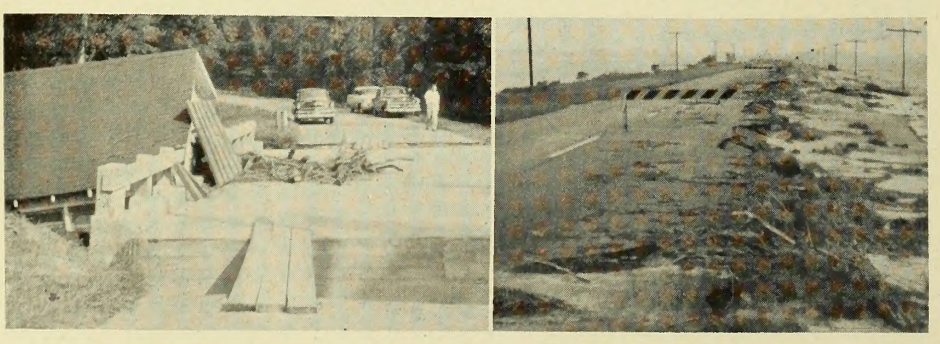
"However, a motorist wishing to fi a tourist court or filling station will able to pull out of the main traffic stre onto a parallel service road. The patte for 'controlled access' highways resu in a more attractive frontage for ro side property-owners and provi motorist-customers safe and unclutte service roads to the places they seek reach.

Traffic Increasing

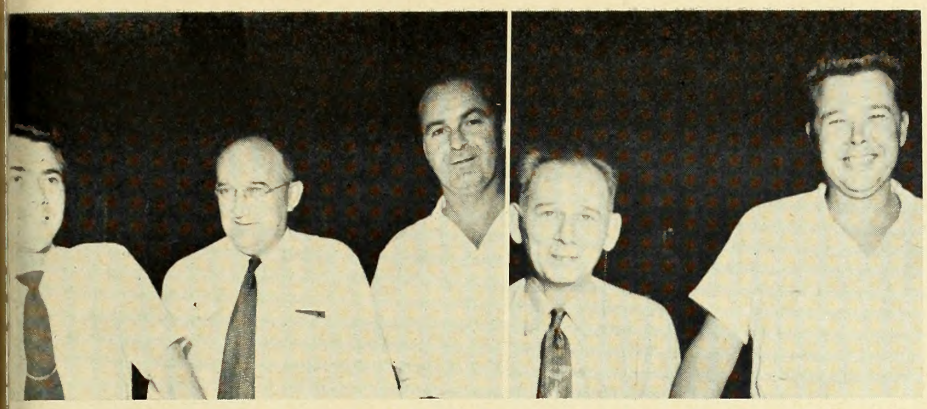
"Highway traffic will increase. North Carolina, it has doubled in last nine years! Reliable forecasts p dict that traffic will increase as much the next 16 years as it did in the l nine.

"Major highway improvements m be designed, not for today, but for so 20 or 30 years hence. The longer delay accepting 'controlled access" our major traffic arteries, the more pensive and unsatisfactory will highw transportation be for us and for next generation.

"Two impediments stand in the w of building 'controlled access' into c major highways. First, the increas cost of right of way; second, the opp tion of abutting property-owners. T 'controlled access' highway requi broad right of way of 200 to 260 f width with room for two 24-foot thro traffic lanes separated by a gras 30-foot median strip, and flanked parallel paved service roads for abutt property and low-speed local traffic



One life was lost when the high waters of Ione washed a house against the bridge over the Cross Mill Pond on a county road near Elizabethtown. The road across Mattamuskeet Lake, NC 94, was badly washed and eroded. It will cost more than $60,000 to repair this stretch of NC 94.



Five men have recently been promoted in the roadway drafting room in Raleigh. rom left, Lester Brown moved up to squad leader; Sam Hall was reclassified from highway engineer to a roadway design engineer; and J. D. Duncan moved up to quad leader.

Next, Wilbur H. Barker and Alfred Butler, Jr., were promoted to higher classifi-ations as highway engineers.

Sam Hall has been with the Commission since 1935 in the roadway department. ome of his recent work has been on the Lumberton Bypass, the Pigeon River oad, the new Fontana Road, and the relocation of US 17 near the Sunny Point mmunition depot.

During World War II, Sam spent four years on construction work with the eabees in the South Pacific. He and Mrs. Hall have one son, James R. Hall, who choral director of the Kinston High School. Their adopted son, Rev. Charles erry, is a Presbyterian minister in Belvidere, New Jersey. In his spare time, Sam laxes by painting, usually portraits in oil. Before his highway days, he was in harge of constructing some of the buildings for Duke campus.

Wilbur H. Barker has been in roadway design for the past 11 years. Educated in he Raleigh city schools, he studied engineering for two years at State College. efore and during World War II, he worked with the U. S. Corps of Engineers. e helped in laying out boundaries of Camp Butner and on construction of cilities at Camp Davis. He's a grandfather, too. His daughter, Sandra, is the other of a small daughter, Sharon Denise Parrott.

Al Butler dates his highway service in the roadway department from 1946. ducated in the Charleston, South Carolina, high schools, he is a graduate of . C. State College. During World War II, he served several years with the Army Europe.

"Getting the additional land needed r such a wide right of way adds great- to the right of way costs. In some eas, the right of way cost for such a idth to get control of the entrances and its to the main highway has exceeded e actual cost of constructing the high-ay itself.

"It doesn't follow, however, that such n expenditure is unwise. On the con-ary, it is the most economical way to uild and preserve our main highway cations.

Long Range Planning

"To date, the State has completed out 100 miles of 'controlled access' ghways; another 140 miles are in pro-ss of construction on our portion of e Interstate Highway System—that tal interregional network of major ads across the country. The high andards of the Interstate System, hich carries the bulk of our heavy affic, require that they be built with ontrolled access'.

"Eventually another 500 miles of Interstate and additional non-interstate miles will be built with 'controlled access' in North Carolina. Many miles are under preliminary location surveys at this time.

"Commonsense convinces us of the wisdom of such designs on our major trunk lines. While the 'control of access' is expensive in terms of acquiring right of way and construction cost, this feature is in the public interest, is in public demand, is justified and necessary for accident prevention and economy of motor vehicle operation. Its use on our major heavily-traveled highways is highly advisable.

"The 'controlled access' highway is the Highway of the Future. But, if the public's great highway investment is to be preserved and protected, for the years of traffic growth ahead, this principal of design for new highway construction must be adopted."

Downtown Boulevard Opened to Traffic

U. S. Senator W. Kerr Scott told the crowd gathered for the dedication of the new Downtown Boulevard in Raleigh that any proposed Federal highway program should be financed by halting the diversion of gasoline taxes, instead of by a bond issue. He emphasized that the need for roads was great but "the heavy users ought to pay for them."

Mrs. Vance Baise, widow of the long-time Chief Highway Engineer, cut the ribbons officially opening the new boulevard to traffic, October 26.

Earlier, the Marines, the Raleigh High School band, and a group of old-time cars had preceded a motorcade of State and city officials up Fayetteville Street to the Peace Street overpass on the new thoroughfare.

At the luncheon which followed the ribbon cutting, Mayor Fred Wheeler cited the cooperation of city and State officials in making the boulevard a reality. On behalf of Raleigh, he thanked the highway official for the road.

Mayor James Briggs recognized some of the guests: Ed Rankin, private secretary to the Governor; Former Highway Chairman Henry Jordan, Former Highway Commissioner Earp, Commissioner Donnie Sorrell, Chief Engineer Rogers, Division Engineer Hunter Irving, Former Division Engineer T. J. McKim, Engineer of Statistics, J. S. Burch, Former Mayors Graham Andrews and P. D. Snipes as well as the present members of the Raleigh City Council.

Highway Chairman A. H. Graham very forcefully explained the thinking, planning and hard work that had gone into the Dawson Street project. He said that plans for the extension of the Dawson Street job (Downtown Boulevard) to US 1-A and US 1 would be let to contract soon. He stated that the Highway Commission was aware of the urgent need for a connection of South Dawson Street across Western Boulevard to US 15-A and 70, south of Raleigh, and full "control of access" will be applied to any future belt roads.

In defense of the design and engineering of the Downtown Boulevard, he scored the "drug store engineers who sprang up all over the place with long lists of deficiencies," as well as one local newspaper editor who wrote three articles on the "seven deadly sins" of the project.

N.C.S.H.E.A. Association News

Vol. 5—Edition 11 November, 195

TENTH ANNUAL CONVENTION held in Winston-Salem October 6-8, 1955 with the largest registration of delegates, wives and guests we have ever had. In our opinion, this was one of our most successful conventions, with consideration of some most important matters. Your President, J. L. McDonald of Greenville, and your Secretary, arrived in Winston-Salem on Tuesday afternoon to work on final plans prior to registration. We were extremely busy that night, all day Wednesday, but were ready for registration to begin at 9:00 A.M. on Thursday. The meeting of the General Executive Committee on Thursday afternoon saw 20 resolutions presented for consideration, with some being accepted, some being rejected, after the usual arguments pro and con for or against. Thursday evening a beautiful buffet dinner was given all in attendance on the Balinese Roof of the Hotel Robert E. Lee, followed by selection by an impartial committee of MISS HIGHWAY EMPLOYEES ASSOCIATION OF 1955 and MRS. HIGHWAY EMPLOYEES ASSOCIATION OF 1955. The winners selected were Miss Ellen Bender of Jones County and Mrs. Peggy Wilson of Aberdeen, with the runner-ups being Miss Nancy O'Berry of Columbus County and Mrs. William J. Davis of Hertford. The winners and the runner-ups were presented with loving cups and bonds by the Hon. Edwin Gill, who officially crowned them as queens, at the banquet on Friday Evening. This is the first time this has been attempted, and from the enthusiastic reception received we believe it will be carried on in the future on a larger scale.

Business sessions got underway on Friday morning, and a roll call showed more than a sufficient number of delegates present. The Mayor of Winston-Salem welcomed the group, the Hon. Marshall Kurfees, with Vice-President Bob Brown responding. The usual annual report was made by the President, who gave a most effective address to the group. This was followed by other reports by your Secretary and the various Committee Chairmen. Mr. Earl Crump, Personnel Director of SH&PWC, addressed the group on personnel problems and the present status of classification of maintenance employees. After lunch, our Chairman, Hon. A. H. Graham, addressed the convention and was received with the usual enthusiastic response, he being loved and admired by all Highway Employees. Resolutions were considered during the afternoon, as follows:

To request the SH&PWC to grant 35-year service pins and certificates instead of stopping at 30-year pins as now—to request cost data from Personnel Department on longevity pay for employees "frozen" at maximum of their salary grade, this to be considered by the 1956 Convention for legislative action in the 1957 Legislature—to request the Retirement System Board of Trustees to endorse legislative action to allow option selected by an employee to be binding if the employee files and dies prior to receiving first check (now gets only a refund of contributions)—to arrange conference with officials of Prison Department and Personnel Department to study equalization of working hours of Prison Employees with those of Maintenance; also, to work on reduction of hours for bridge tenders and others now working more than 50 hours per week—to study rising cost of living and make definite recommendations to 1956 Convention on amount of salary increase to be requested of the 1957 Legislature; to confer with Legislators prior to that time; to ask the SH&PWC to include an amount for this in the 1957-59 budget when prepared—pledged support to a Constitutional Amendment to be voted on in 1956 for increase in pay for Legislators—pledged loyalty and support to present administration—to set forth certain procedures for any company to follow desiring to bid on our insurance contract—to ask that Prison Employees be granted additional insurance and that temporary employees be allowed to participate with certain restrictions—to arrange conference with officials to relieve the situation at Central Prison whereby employees at present, due to shortage in personnel, are in many cases unable to take annual leave and thereby lose accumulation—to endorse a minimum of 3% in the Retirement System even if integrated with Social Security—rejected overtime pay for employees in emergencies since they can now get compensatory time; Mr. Crump in his address advised that this should be uniform according to regulations, and if any employee did not receive proper compensatory time he should take the matter up with proper authorities— rejected proposal to have matching retirement funds after age 6 due to costs involved—deferred actic for present on a straight 40-hours wor week for all now working more than 4 —endorsed legislation to provide fo payroll deductions for income tax the State the same as for Federal Incon Tax.

The 1956 Convention is to be held Asheville, after a close vote betwee Asheville and Fontana Village. Invit tions were received from Myrtle Beac Raleigh, Durham, Greensboro, Winsto Salem, Asheville and Fontana.

All in all, it was a most constructi Convention, and ideas brought forth a given consideration will help the e ployees and the Commission in t coming year. One of the highlights w the presentation of engraved plaques follows: to Unit # 6 as the first enti Unit to have 100% membership th year; to Pender County as the fi County Chapter to have 100% membe ship reported; to Unit # 3 Road C Chapter as the first affiliate Chapter report 100% membership; and to Wils County Chapter as the Chapter showi the most progress of any chapter du ing the past year. These groups are be highly commended for their work behalf of the Association, working t ward the common goal of helping employees better themselves.

We look forward to a new year wi pride in our past accomplishments a confidence in our future. Work is begin at once on following through the resolutions adopted, and in layi the groundwork for certain legislati actions in 1957.

OUR CONGRATULATIONS to t new officers for the year 1955-56: R. (Bob) Brown, Maintenance Supervis in Mecklenburg County, elected President—Ivan Hardesty, Equipme Engineer, elected as First Vice-Pre dent—R. B. Fitzgerald, Assistant Di sion Engineer in Winston-Salem, elect as Second Vice-President. You have ma good selections, and these men will ca on the traditions of the past good lead ship.

We have a year ahead of us in wh we can make definite progress, a ye in which we must lay definite plans the next General Assembly. We c make this progress if we all pull gether as a team, and give all possi support to our Association.

Otis Banks, Secretary



This year's annual North Carolina State Highway Employees Association convention in Winston-Salem was the best ever for promoting the welfare of all highway employees. It gave highway representatives from Manteo to Murphy a chance to meet and swap ideas.

Top left picture shows four Eastern Carolina men who attended the convention. From left, that's G. H. Jolliff of Hertford, Earl L. Shewbart of Murfreesboro, R. C. Bunch of Elizabeth City, and R. L. Chamblee of Ahoskie.

The 12th was ably represented by the four men in the top middle picture. From left, that's H. B. Rhyne, P. J. Corpening, C. F. McRee and L. D. Gaither. Rhyne, Corpening, and Gaither are in road maintenance while McRee is in bridge maintenance.

Top right picture shows four men from the far west. From left, that's Benoy J. Huskey of Bryson City, A. V. Owen of Canton, C. W. Rink of Franklin, and H. G. Bird of Whittier in Jackson County. All are on road maintenance except Rink who is on bridge maintenance.

Past State NCSHEA president J. L. McDonald of Greenville turns over the gavel of his authority after presiding over the recent convention to the new State president R. L. Brown of Charlotte. Interested spectators, from left, are Otis Banks, executive secretary of Raleigh; Ivan Hardesty, first vice-president of Raleigh; and R. B. Fitzgerald, second vice-president of Winston-Salem.

In appreciation for his fine work during the past critical year when the Legislature was in session, the Association presented McDonald with a leather travelling bag, a fishing rod and reel, and a miniature gavel engraved in silver.

Four maintenance men compared notes at the Convention. From left, that's L. C. Cook, Gene Pruitt of Burke County, Henry Carswell (a 30-year man) from Linville, and C. D. Hooper of Robbinsville.

No convention is complete without a good, reliable man to second all motions made in the business session. Ed Baskerville with hand upraised took honors for seconding more motions than anyone else. He's pictured with some of his cronies. From left, that's Warren Franklin, Mays Flack, Sid Connelly, Paul Dupre, and H. G. Roberts.

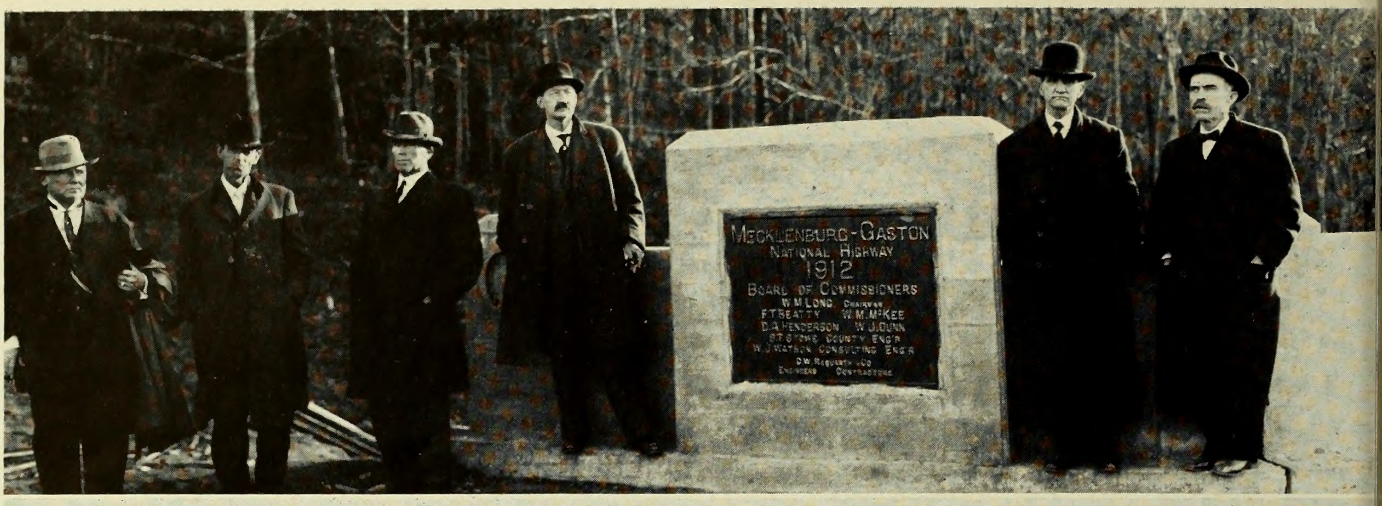
At the annual banquet in the ballroom of the Robert E. Lee Hotel everyone caught his breath when the lights were lowered and a road machine carved in ice complete with sparklers was wheeled in.

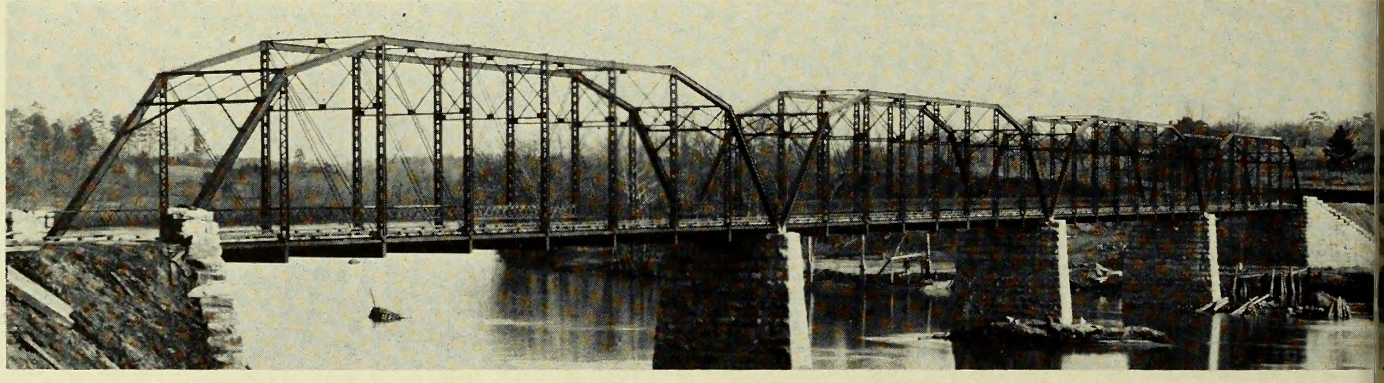
Fitzgerald, Brown and Hardesty admire the tiny mounted fish which was presented to fisherman McDonald.

Durant Dies

Friends of Grant J. Durant, President of Froehling & Robertson, Inc., Inspection Engineers, Richmond, Virginia, will be saddened to learn of his death October 22. For many years, he was the principal contact of his firm for the inspection of materials purchased outside the State which were used on highway maintenance and construction.

Durant, 61, was born in Mukwonago, Wisconsin, son of the late Robert and Ellen Jones Durant. He was educated at the University of Wisconsin and the University of Indiana. In World War I, he served in the Army Chemical Warfare Service. He joined Froehling and Robertson in 1920 and became its president in 1935. He was a member of the Congregational Church of Mukwonago; the Rotary International; the Masonic Lodge, Union Bridge, Maryland; American Society for Testing Materials; American Association of Asphalt Paving Technologists; Central Engineers Club of Virginia; and the American Legion. He is survived by his wife, Mrs. Helen Shepard Durant.





The picture of construction of the new Rozzelle Ferry Bridge on the cover of July-August issue of ROADWAYS prompted Mecklenburg Maintenance Supervisor R. L. Brown to submit the above old 1912 pictures. The Mecklenburg Board of County Commissioners of 1912 are pictured on the old Mecklenburg-Gaston National Highway between Charlotte and Gastonia. From left, that's Sam T. Stowe, County Engineer; D. A. Henderson, W. M. McKee, Commissioners; W. M. Long, Chairman; and Commissioners W. J. Dunn and F. T. Beatty.

The late Billy McKee was a great "good roads" enthusiast in the old days. He was active in promoting the bridging of the Catawba at several points. He was on the Mecklenburg Board of County Commissioners when the Rozzelles Ferry Bridge was built in the early 1900's to replace the old ferry which was operated by the Rozzelle family. That bridge was washed out during the 1916 flood in the Catawba River Basin. The bridge was rebuilt several years later. In the mid-twenties it was raised when the Duke Power Company built the Mountain Island Dam to hold the back water.

The old Rozzelle Ferry Bridge was dismantled this summer and is being replaced by a more modern structure which will carry NC 16 from Charlotte to Newton. Andrew Little is resident engineer on the new bridge.

Tom Morton Dies

One of the Commission's ablest engineers, Thomas G. Morton, died October 21, in Raleigh. He had been in highway construction work most of his life.

Born June 25, 1907, in Oxford, he was educated at Oakdale High School. In 1926, he was graduated with a B. S. degree in Civil Engineering from N. C. State College. From 1926 to 1927, he worked as a draftsman with the Highway Commission.

For two years, he was with the Alabama Highway Department. From 1929 to 1941, he was on construction and design with the Missouri Highway Department. For three and one half years during World War II, he served with the U. S. Corps of Engineers on construction of barracks, warehouses, roads, and airfields in the Pacific. During this period, he rose from Captain to Lieutenant-Colonel.

In 1946, he returned to highway work as a Senior Resident Engineer on construction in Division Five out of the Greensboro office. In June, 1953, he was promoted to Roadway Construction Engineer and made final inspections on contract work.

One of the major projects which he supervised as Resident Engineer was the grading and structures of the Superhighway from Efland to the Guilford County line.

By formal resolution, the Commission expressed its sympathy to the family of Morton and its "appreciation for the years of faithful and able service."

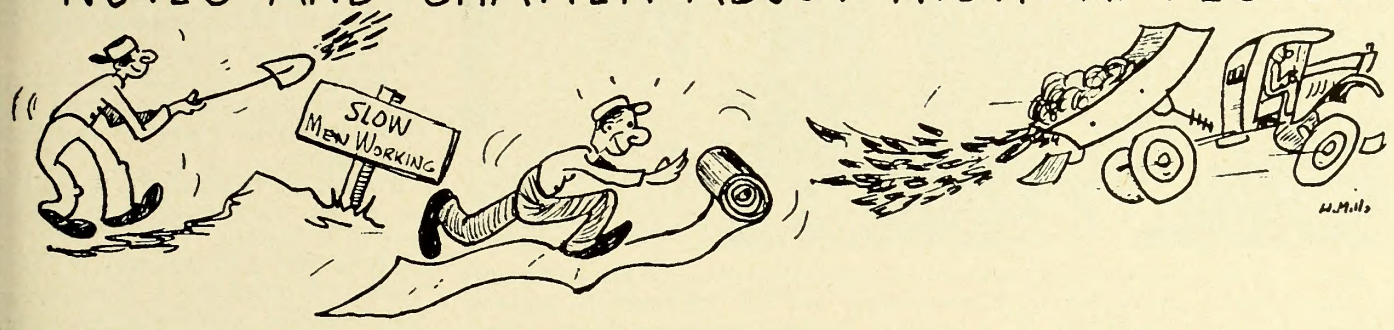
He is survived by his wife, Mrs. Iris Spearman Morton; a son, Greg Morton; and three brothers.



John R. McKee, son of the late Billy McKee, is employed with the Highway Commission in Mecklenburg. His father, third from left in picture at top of page, was a member of the Mecklenburg Board of County Commissioners in 1912.

TAR WHEELS

NOTES AND CHATTER ABOUT HIGHWAY PEOPLE



HEADQUARTERS

BRIDGE NEWS . . . Congratulations to *Max Collins, Jr.*, upon his promotion to Bridge Superintendent of the Ninth, Tenth, and Eleventh divisions . . . He will move to Salisbury which is centrally located for his work in the three divisions . . . He replaces *H. M. Bivens* of North Wilkesboro who has been transferred to the Raleigh Bridge office . . . *Joe Baldwin* of the Structure Survey Division has recuperated sufficiently to resume work on a part-time basis . . . Sympathy goes to the family of *Bruce H. Conner* who died September 21 . . . Welcome to the new employees in the bridge drafting room: *A. W. Bachman, Jr., B. K. Barringer, Jr., Guy W. Burke, William R. Smith, and Jay R. Walton* . . . *A. G. Keel* and *R. P. Weathers* are new employees in the Structure Survey Division . . . The *Ransom V. Benetts* announce the birth of their second child and first son, Ransom Bryan, October 19.

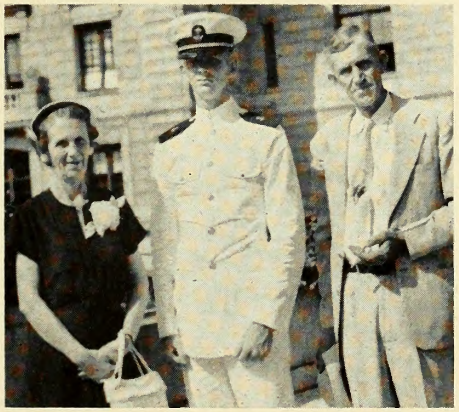
BRIDGE MAINTENANCE NEWS . . . *Mrs. Oleta H. Grem* has resigned to join her husband in Rock Hill, S. C.; she has been replaced by *Mrs. Gwendolyn E. Hamrick* of Gastonia, whose husband is a student at State College . . . *F. S. Yount* took his usual fall fishing trip to Southport . . . *Guy Moore* is back on the job after being out sick . . . *C. B. Taylor* attended the SASHO meeting in Charleston, W. Va., October 17-19.

ETHEL BYRD JONES joined her husband, Fred, for a week in Savannah and Statesboro, Georgia, when he was on the tobacco market there.

HIGHWAY Chairman and Mrs. *A. H. Graham* headed a delegation of State highway officials and engineers for the annual Southeastern Association of State Highway Officials convention in Charleston, W. Va., October 17-19 . . . State Maintenance Engineer and Mrs. *B. W. Davis* drove up with Chief Engineer and Mrs. *Bill Rogers*.

UP IN ROADWAY Department, *Dollie Smith Knowles* resigned October 25, after five years with the Commission; she joined her husband, J. C., in Albemarle where he is working . . . *Alice C. Wheeler* replaces her . . . The new secretary in *A. L. Midyett's* office is *Joyce Dean*, not Bean as previously reported . . . *Walter Shull* resigned to move to Delray Beach, Florida, where he is working; he'd been with Commission for eight years.

HIGHWAY Purchasing Director *J. M. Potter* was hospitalized for three weeks with a back injury . . . *Christine Champion* and husband took a week's vacation in the Blue Ridge Mountains.



Alice and Milton Gorham of Raleigh are rightfully proud of their son, Pete, who is a plebe at the Naval Academy in Annapolis, Maryland. They recently attended a special parents' weekend. Alice is a secretary in the highway legal department.

H. K. WITHERSPOON made a flying trip to South Carolina to photograph the wedding of his good friend, Dr. James Sprunt of Raleigh . . . *Florine Boone* was one of the delegates to the recent NC-SHEA meeting in Winston-Salem.

EARL WILLIAMS of the Blue Print Room crew was out sick for two weeks.

CAROLEE O'NEAL of Manteo was recently employed in Construction Department to replace *Rita K. Surles* who resigned . . . W. E. Hawkins attended the SASHO meeting in West Virginia.

INA FERRELL took a week off in mid-October and visited friends in Burlington for a few days .

IN LOCATION, *Walton J. Page* has recently been reinstated as a draftsman . . . The *R. Getty Brownings* journeyed to Blowing Rock for the marriage of their son, Charles, to Bunny Shaw, October 14 . . . *Mrs. Sudie Seltman* recently visited her sister, Mrs. R. G. Wilfong, in Blowing Rock for several days.

FRANK BRANT, State Landscape Engineer, attended the 14th annual Short Course on Roadside Development, October 4-7, in Columbus, Ohio . . . The short course was co-sponsored by Ohio State University's Landscape Architecture Department and the Ohio Department of Highways . . . More than 20 states sent their authorities on roadside development . . . The program topics ranged from promoting the anti-litterbug campaign to soil management and new techniques in turf establishment.

PRISON employee news . . . Several new members have been added to the staff recently: *Harold M. Lilly*, Assistant Camp Director at Durham; *Lawrence W. G. Oberc*, Prisoner Classifier Assistant at Raleigh; *William C. Smith*, Extradition



State Treasurer Edwin Gill not only gave the principal talk at the annual banquet of the NCSHEA convention in Winston-Salem but also crowned the highway queens. From left, that's Mrs. W. J. Davis of Hertford, runner-up in the "Mrs." contest; Mrs. Peggy Wilson of Aberdeen, "Mrs. Highway Association"; Gill; Ellen Bender of Pollocksville, "Miss Highway Association"; and Nancy O'Berry of Evergreen, runner-up in the "Miss" contest. The winners were presented silver loving cups while the runners-up were given a $25 bond. The convention voted to make the contest an annual event.

Officer at Raleigh; and *Nancy C. Riggsbee*, Typist Clerk in prison headquarters.

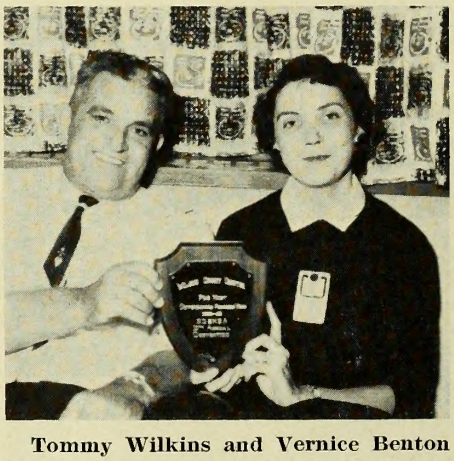
FROM STATISTICS and Planning . . . *Polk Denmark* and his wife went to the mountains for a week in September . . . *Mrs. Marie Hall* and husband took their son to New York in September when he left for overseas duty with the Air Force; they saw several good plays while there . . . *Mrs. Mildred Thompson* and daughter spent a week-end in Asheville recently . . . *Dot Turner* is back on the job after taking maternity leave . . . Two new traffic recorders have been employed: *Wayne Hutchens*, Marion and *Ollie D. Long, Jr.*, Hurdle Mills . . . *Mrs. Doris Hall* has been employed as a stenographer-clerk to replace *Mrs. Lucille Winstead* who resigned . . . *Jane Cameron*, Assistant Research Analyst, resigned October 25, after several years with the Commission . . . *Imogene Noble* spent a week vacationing with her family at their home in Winterville.

IN SEPTEMBER, *Barbara Owen*, secretary in the Legal Department, and her husband spent two weeks visiting his family in Kansas City, Missouri.

FROM ACCOUNTING . . . *Nell Brown* reports a fine trip to New Orleans with three other girls; they stopped over in Warm Springs, Georgia, on the way back . . . *Addie Webb* spent several days in Richmond, Virginia, recently . . . *Ruth Boone* is wearing a diamond engagement ring from William Earl Lane of Millbrook . . . Her fiancee is a field executive for the Boy Scouts of America in Charleston, S. C.

FROM EQUIPMENT . . . Two new typist clerks have been added to the department: *Minnie Lou Lamm* and *Beatrice L. Harrison* . . . *Sarah Peele* vacationed for a week in Miami . . . *Mozelle Holland* took two weeks off recently . . . *Vera Graham* also took a week off.

BONNIE WALL BROADWELL and *Sam Badgett* of Highway Personnel Department are comparing notes on their new babies . . . *Bonnie and John Broadwell* are the parents of a son while *Sam*



Tommy Wilkins and Vernice Benton were mighty happy when the Wilson County Chapter of NCSHEA won the plaque for the chapter which made "most outstanding progress" during the past year. Tommy is chairman of the chapter while Vernice has been active in promoting attendance and good programs for the regular quarterly meetings.

and his wife have a daughter, Rach Wingate, who was born September 18, ar weighed over seven pounds . . . *Nan Howell D'Ambrosio* wrote from Key We Florida, that she and Jim have a daughte Nancy Jane, who was born October 23.

MRS. AVIS KNIGHT had an interes ing visitor—her nephew, Fred Bingha who is with Standard Vacuum Oil Cor pany and has just returned from Ind . . . He is here for special training befo receiving another assignment.

VIRGINIA HASSINGER'S younge son, Bobby, has been home several wee ends from Kinston where he's an engine with DuPont.

SYMPATHY is extended *L. W. Payne* the recent death of his mother-in-la Mrs. G. M. Connell.

FROM THE LABORATORY . . . *D. Keith*, *D. L. Green*, and *R. H. Haung* ha been employed in the Research Labor tory . . . *W. R. Richardson*, Materials I spector, resigned in October to go in business for himself . . . *Abe Shekarc* Materials Engineer, resigned in Septe ber to go to the University of Tenness where he will teach and work on his Ph . . . *L. S. Jackson*, Materials Inspect was hospitalized in Raleigh this fall, b he's now recuperating at his home Wake Forest.

SAFETY Director *Tarvia Jones* w hospitalized briefly in Watts in Durha

DIVISION ONE

D. W. PATRICK
Division Correspondent

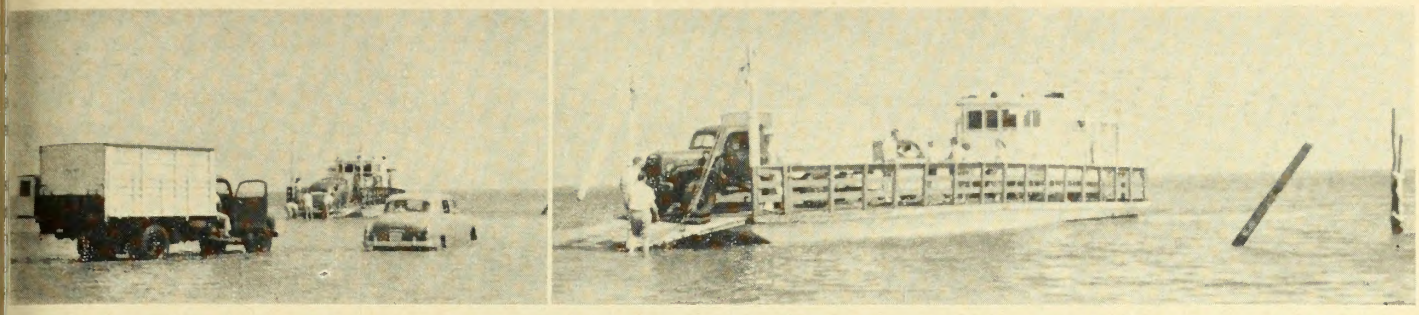
CONGRATULATIONS to Mr. and M *Vernon L. Perry* of Hertford upon t birth of a son, their first, September . . . *Perry* is a Gang Foreman and wor out of the District Office in Elizabe City.

T. C. LIVERMAN, District Engineer, a proud grandfather . . . His first gran son, James Russell Batchelor, Jr., w born September 27, in the Roanok Chowan Hospital in Ahoskie.

DIVISION Equipment Superintende and Mrs. *W. J. Davis* recently vacation in New York City . . . Maintenan Supervisor and Mrs. *W. W. Wheeler* Conway spent some time in Washingt D. C., with their son and family; t senior *Wheeler* is Maintenance Supe visor in District Two.

W. H. HOFLER, JR., was recent transferred from the Maintenance D partment in Elizabeth City to the Co struction Department in Manteo . . . is now working with the party of *E. Baggs* on construction of the Croat Sound Bridge.

HERMAN ARNOLD, JR., recent moved into his new home in Elizabe



A trip to Ocracoke is quite an experience. A privately-owned ferry runs between Hatteras and Ocracoke Island. There's no dock on Ocracoke so the ferry stops when it touches bottom, about one mile out in the sound. The water varies in depth from six to 18 inches, depending on the tides. Surveys are being made for a road on Ocracoke.

City . . . This is one country boy who likes life in town.

WILTON BRAY of Construction in Elizabeth City is back from a three-week training course with the National Guard at Fort Bragg . . . He's the man-with-money who can afford a new tan and red Ford convertible.

HUGH B. PAYNE, Highway Inspector II, recently reported back to work with Construction at Manteo after completing a four-year hitch in Uncle Sam's Navy . . . His fellow-employees are glad to have him back.

SYMPATHY goes to the family of *P. L. Smith*, Bridge Tender on the Currituck Sound Bridge at Point Harbor, who died August 14, after an illness of two months . . . He had been with the Commission since July, 1955.

GET WELL Wishes go to *W. H. Moseley*, Maintenance Supervisor in District Two, who was a patient recently in the Roanoke-Chowan Hospital.

ALICE M. TOWE, widow of *Lawrence W. Towe*, wishes to thank "our friends for the many expressions of sympathy, love and kindness . . . The flowers were beautiful; I deeply appreciate the wreath of yellow mums and bronze pom poms from the Division Shop at Hertford and the wreath of bronze mums and yellow pom poms from the Perquimans and Gates Highway Maintenance employees."

DIVISION TWO

JASPER L. PHILLIPS
Division Correspondent

WELCOME to *Harry R. Burnworth* and *Alton R. Sumrell* who are new employees in the Division Garage at Greenville.

VACATIONS . . . The *C. R. Golds* toured the western part of the State and saw the outdoor pageant, "Unto These Hills", in August . . . The *S. V. Catletts* also drove to the mountains and later visited friends in Athens, Georgia.

GORDON GIBBS, JR., temporary employee, has resumed his studies at UNC.

LT. W. F. WATERS of Biloxi, Mississippi, son of L. F. Waters and a former Equipment employee, brought his family home for an extended visit.

L. B. COX recently moved his family into their new home . . . *H. L. Briley* and *J. C. Boyd* were optimistic about moving into their new homes at an early date.

IN SEPTEMBER, Otis Banks, Executive Secretary of the NCSHEA, visited the Lenoir Chapter and discussed the integration of social security and State retirement system.

HAZEL BAKER, stenographer in the division office, visited friends in Virginia during her vacation.

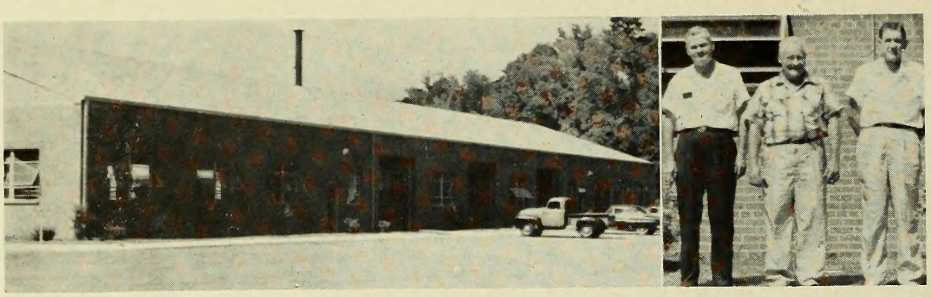
R. MARKHAM, Division Engineer, attended the SASHO meeting in Charleston, West Virginia, in October.

ELLEN BENDER, winner of the "Miss Highway Association of 1955" contest was honored at the October meeting of the Pitt Chapter . . . *Mrs. Mildred Dail*, winner of "Mrs. Unit Two," was also present . . . Other guests were *Ellen's* sister (Mrs. Sutton), Mr. and Mrs. J. G. Barwich of Kinston, Mr. and Mrs. O. S. Denby, from Washington, and Mildred's husband . . . Chairman *G. A. Taylor* presented both young ladies with a three piece pearl set . . . Unit Two Chairman *Charlie Bass* summarized convention activities at Winston-Salem . . . *Mrs. Ruth Arnold* furnished dinner music after the newly-purchased upright piano was christened, not with champagne, but with a rubber bottle . . . A quartet composed of *Leslie Garner, Ed Conway, Harry Kelly*, and *Thurston Wynne* entertained the group with several songs . . . *J. G. Gibbs* introduced the one-act play, "Indian Summer," which featured four talented performers:



The Perquimans-Gates County chapters of the NCSHEA met last summer at the division shop in Hertford for a fish fry with all the trimmings. Wives and special guests were invited. Division Equipment Superintendent W. J. Davis presided. W. H. Batchelor gave the invocation. Otis Banks spoke on the proposed merge of social security and retirement.

During the social hour, Herman Arnold, Jr., sang at the microphone. Leslie Newbern is standing directly behind him. Next, see Mrs. S. M. Bridgman, Mr. Bridgman (Maintenance Supervisor), Mrs. W. J. Davis, Mr. Davis, Max Campbell (Editor, PERQUIMANS WEEKLY), D. L. Vanhoy (Shop Foreman), Dr. C. A. Davenport, Mrs. W. M. Smith, Mr. W. M. Smith (Resident Engineer), Mrs. R. L. Turner, Mr. Turner (Division Prison Supervisor), Otho Winslow (Chapter Chairman), and Mr. Banks. Picture at right shows some of the members and guests enjoying the fish fry. Other musicians included Howard Ward, Rufus White and Jake Twine.



The First Division shops at Hertford are some of the most modern in the State. Picture at left shows the main garage building. The three district engineers, all veteran road men, are pictured at right. From left, that's George Mack of Elizabeth City, W. F. Sessoms of Plymouth, and T. C. Liverman of Ahoskie. Mack is in charge of road maintenance in Camden, Currituck, Dare, Gates, Pasquotank, and Perquimans; Sessoms has Chowan, Hyde, Martin, Tyrrell, and Washington; and Liverman has Bertie, Hertford and Northampton.

Mrs. Nettie Yohn, *Anne Askew*, *Lloyd Wilson* and *Johnnie Pollard* . . . *Guy Haddock* won the door prize.

DIVISION THREE

IRENE L. WORLEY
Division Correspondent

THE DUPLIN County Chapter of the NCSHEA had a fine seafood supper at Wrightsville Beach, September 2 . . . It was "Ladies Night" . . . Special guests included the *C. E. Browns*, the *R. V. Bibersteins*, the *R. A. Ashworths*, and *L. E. Whitfield*.

CHARLES M. JOHNSON who has been with Equipment in Raleigh is now working as a mechanic in the District Two shop at Clinton.

A. J. PATTERSON who has been out sick for several months is now back on the job.

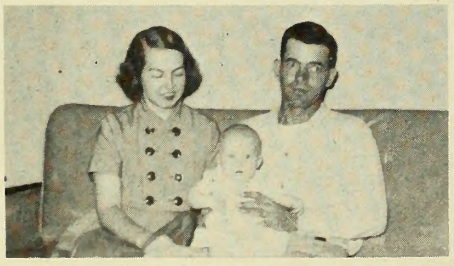
SYMPATHY is extended to the relatives of *M. R. Starling*, Gang Foreman, who died July 21, from a heart attack; he had been with the Commission since October, 1926, till his disability retirement in November, 1954 . . . To the family of *O. L. Russ*, who died September 17, with a heart attack; he came with the Commission on Construction in June, 1922 . . . Russ was a Highway Inspector III; he was a member of the Cape Fear Engineers Club, the NCSHEA, and the Baptist Church in Jacksonville; he is survived by his widow, the former Mary Ward Provost, and one son, Leslie, of Montgomery, Alabama . . . To the family of *R. C. Clemmons*, Bridge Tender at Southport, who died September 9 . . . And to the family of *John Horne*, Section Foreman, who died September 26.

WELCOME to *Elbert Little*, truck driver, who is back on the job after an extended illness . . . And to *M. W. Wagstaff* and *Cyrus Gurganus* who were also out due to illnesses.

NEW EMPLOYEES include *C. L. Bowen*, *C. L. Robinson*, *G. K. Andrews*, and *G. P. Hall of Road Oil;* J. P. Crumpler, *Sherwin D. Cribb*, *L. B. Bowden, Jr.*, and *W. R. McLaurin* of Construction; and *Ennis Shepard* of Maintenance.

CONGRATULATIONS to Mr. and Mrs. W. F. Ingold upon the birth of a daughter. October 2 . . . Mrs. Ingold is the daughter of *W. C. Cooper*, Resident Engineer of Wilmington; this is his first grandchild and he's really proud.

THE FOLLOWING men have resigned recently: *Gerritt C. Greer*, *C. A. Beatty*, *N. D. Somersett*, *Alfonzo Butler*, *H. L. Wallace*, and *F. L. Byrd*.



Mr. and Mrs. Willard Liles of Zebulon are charmed with their first addition, four-month old daughter, Gail. The young mother, Lettie, is the new secretary in the Safety Department at Raleigh. Willard is with the Beck Brothers Veneer Company in Zebulon.

DIVISION FOUR

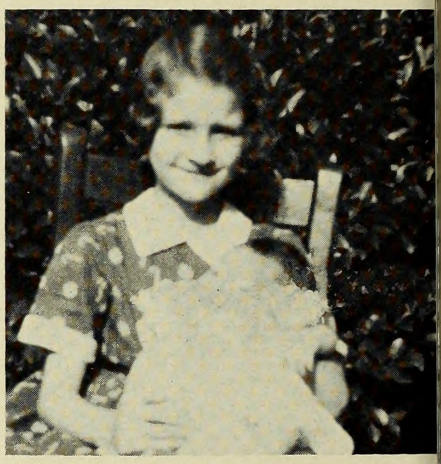
WADE H. PRIDGEN
Division Correspondent

SEVERAL employees took time off for training with the National Guard this summer . . . The group included *S. F. Holmes*, Road Oil Supervisor; *Homer Batchelor*, *Harvey Boyette*, and *Alton Dickerson* with Location; *Donald Stehley* of Construction; and *Gray Lamm* of Right of Way.

THE FOURTH was well-represented at the recent State Convention of the NCSHEA by *Paul Fulghum*, *Donald Woodard*, *Kenneth Gay*, *Frank Daino*, *Scot Burbage*, *M. P. Yount*, *J. V. Walters*, *J. E. Davis*, *Edgar Bryant*, *Henry Wiggins*, *M. A. Robertson*, *Tommy Wilkins*, *W. M. Mashburn*, *F. M. Edgerton*, *Woodrow Grice*, and *Vernice Benton* . . . *Joyce Rackley*, Miss Unit Four, and *Pattie Abernethy*, Mrs. Unit Four, were also on hand for the meeting in Winston-Salem.

CONGRATULATIONS to Section Foreman and Mrs. *A. E. Morris* of Halifax upon the birth of a daughter, Wanda Kay, September 13 . . . The couple has three other children: Lois Odell, Arthur Macon and Sandra Marie.

GET WELL wishes go to *Ralph Coates*, Machine Operator, who was being treated for a back ailment . . . To *Jim Carroll*, Gang Foreman, who is still a patient at the Veterans Hospital in Durham . . . To *Josh Webb* of Tarboro who was a patient at Duke Hospital in Durham.



Seven year-old Sandra Marie Morris thinks her brand-new baby sister, Wanda Kay, is much more fun than dolls. The are daughters of Mr. and Mrs. Arthur L. Morris of Halifax. The Morrises hav two other children: Lois Odell an Arthur Macon. Mr. Morris is a sectio foreman in District One, Division Four.

VACATIONS . . . Maintenance Supervisor and Mrs. *C. W. Lewis* of Scotland Neck spent some time recently with their daughter and son-in-law, Mr. and Mrs. S. J. Arbes, and little granddaughter Anne Lewis Arbes . . . *M. W. Rhea* of Roanoke Rapids took his fall vacation by spending two weeks "just resting" at home . . . *Mrs. C. F. Gore*, wife of the District Engineer, recently visited their son and his family in Wilmington, Delaware . . . Bill and *Vernice Benton* spent their vacation in Indiana and Gatlinburg, Tennessee; *Vernice* is secretary in the Division Shop . . . *Audrey Perry* and husband motored to the mountains and spent some time in Gatlinburg: *Audrey* is secretary in the division office.

WELCOME to *Don Pridgen* who is a ew employee with location . . . To *Kelly hitley* who has transferred from the econd Division in New Bern . . . And to ittle Pittman, *James E. Doan*, *Bill Rich-rdson*, *Wilton Thorne*, *William Peabody*, id *James H. Mercer* who are new on ocation.

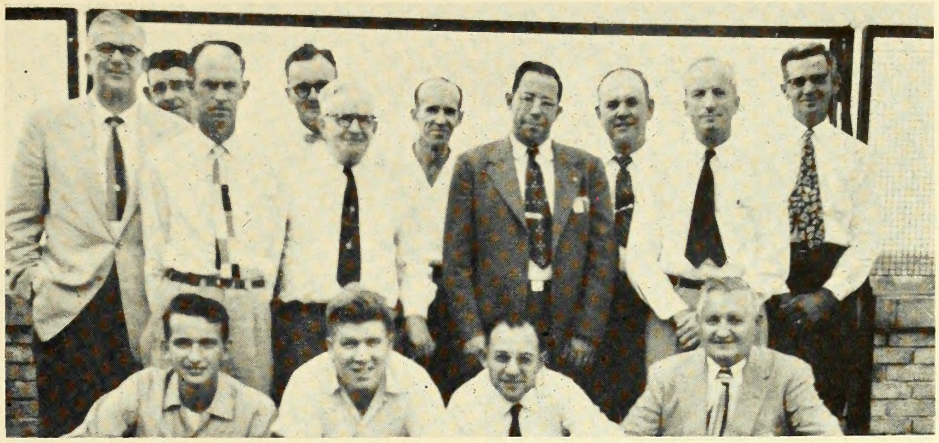
SYMPATHY goes to *Connell Peele* and s wife in the tragic death of their only ild, a 14-year old son, in a hunting cident.

DIVISION FIVE

J. W. JENKINS
Division Correspondent

FROM WAKE COUNTY . . . *E. D. eddingfield*, Powderman, announces the cent birth of a baby girl, Edith Rose . . . *H. Beddingfield*, gang foreman, has pur-ased a new '56 Mercury; *K. M. Wood*, achine operator, won a 1937 Chevrolet nvertible at the Louisburg Drive-In heatre . . . *D. A. Flood*, mechanic, spent week in fishing at East Lake . . . *W. P. ylor*, payloader operator, spent a week jury duty . . . *M. Z. Morris*, supervisor, ent a week-long vacation in New York; enjoyed the World Series although his am lost.

GRANVILLE County reports that *orge Bailey*, truck driver, is the proud ther of a son, Larry Spencer Bailey, o was born September 8 . . . Welcome to *o Wearry*, a new employee in Main-nance . . . *E. B. Davis* and *G. E. Crutcher* presented Granville at the recent NC-HEA convention . . . Section Foreman elper *Harry L. Carden* recently resigned om Maintenance to work with a local



The Unit Five delegation to the annual convention are pictured on the terrace roof of the Robert E. Lee Hotel. From left, kneeling, that's O. M. Andrews, J. M. Webb, Hershel Smith, and K. G. Andriessen. First row, standing, see Merle Adkins, W. H. Walker, M. S. Hodges, D. A. Grissom, and J. A. McQueen. Second row, from left, see C. F. Dunkley, E. B. Davis, W. E. Hawkins, Jr., J. R. Harris, and S. T. Holmes.

firm in the county . . . Recent vacationists include *Earnest C. Adcock*, *J. R. Blackwell*, *Alton Ellington*, *W. B. Grady*, *Bruce Hockaday*, *Elvin Lumpkin*, *Robert A. Mathew*, and *M. D. Seat* . . . The following men have been on the sick list recently: *G. E. Crutcher*, *Henry R. Hicks*, *Vencen V. Morton*, and *W. L. Reams*.

WHEN the Durham County chapter of the NCSHEA met September 30, Safety Director *H. D. "Tarvia" Jones* spoke on safety . . . *C. W. Heatherly*, *Z. W. Holder*, *B. F. Holsclaw*, *G. S. Jacobs*, *Ralph Johnson*, *S. E. Jones*, *L. F. Luxton*, *I. J. Mangum*, *W. L. Mangum*, *G. C. Riley*, *W. A. Rogers*, *F. G. Sherron*, *R. J. Dixon*, *H. B. Tilley*, and *W. H. Walker* have been on vacations recently . . . *B. D. Nichols* has been on sick leave recently . . . *W. H. Walker* and wife are the proud parents of a girl who was born September 20, at Watts Hospital.



One way to solve your driveway drainage problem is to use an old gum log. Down in Division Six, a 16-foot long gum log with a six-inch opening is serving very well as a driveway pipe.



The regular quarterly meeting in the division shops of the Wilson County Chapter the NCSHEA featured a barbecue supper and employee-entertainment. The rations of the four husky Hawaiian dancers—Connell Peele, Berry Boykin, Jim allings, and Rat Williams—almost stopped the show. T. J. McKim was a good ort to accept a set of seat covers in a popularity contest. Nancy Boykin and George inkley pantomimed a recording of the "Tennessee Waltz". Audrey Perry was a arming M. C. With such enthusiasm, it's no wonder the Wilson group won the SHEA plaque for the chapter making the most outstanding progress last year.

THE PERSON County chapter of the NCSHEA met September 2, for a barbecue and brunswick stew supper . . . It was "Ladies Night" and a dance was held after the supper . . . Special guests included *Merle Adkins*, State Representative and Mrs. B. I. Satterfield, Mr. and Mrs. *E. H. Satterfield*, and Mr. and Mrs. *O. J. Jordan* . . . *Satterfield* and *Jordan* are retired Person County employees . . . Gang Foreman *J. G. Oakley* has been on sick leave . . . *A. C. Slaughter* and *I. B. Hall* recently served on the Grand Jury . . . The *G. W. Barnetts* announce the recent birth of a baby girl; the father is a dozer operator . . . *C. V. Ollis*, *H. E. Stephens* and *M. A. Mangum* have been on vaca-

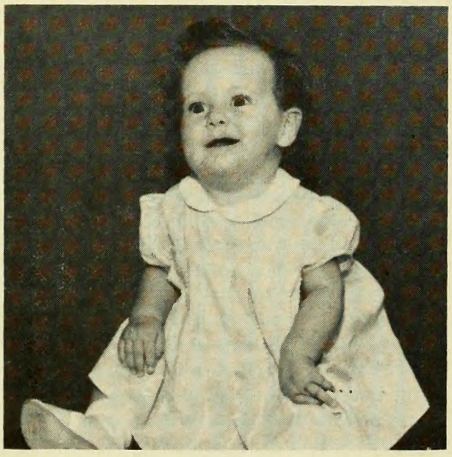


Road Maintenance Supervisor B. T. Bordeaux of Bladen County was married to Lucille Dennis September 23, in the Elizabethtown Methodist Church. The couple are making their home in Elizabethtown. Bordeaux has been with the Highway Commission since 1923.

tion recently . . . *B. F. Vaughan* and his wife spent a week-end in the mountains . . . *B. G. Loftis* is back on the job after being out sick a week.

WHEN DOT HILLIARD resigned recently as secretary to Division Engineer *Irving*, Ann Jones who was secretary to District Engineer *Adkins* was promoted to Dot's job . . . *Ona Caffrey* was recently employed to take *Ann's* place in the district office.

VANCE COUNTY NEWS . . . A speedy recovery is wished *W. L. Harris*, machine operator, who is recuperating at home after hospitalization and *Henry Gordon*, gang foreman, who was sick for two weeks . . . Supervisory Foreman *J. B. Harris* is a proud and happy man; he just became a Grandpa for the first time . . . *M. E.*



The J. W. Colliers of Conway are mighty pleased with their year-old daughter, Barbara Jean, above. Collier is a machine operator in District Two of Division One.

Bowden, R. E. Bridges and P. G. Stainback enjoyed a fishing trip recently at Tull Creek . . . Supervisor *R. W. Moore* spent several days fishing on the coast and got a bad case of sunburned feet . . . *J. R. Harris* was a delegate to the recent NCSHEA convention . . . *Mary Reavis*, stenographer-clerk in the District Office at Henderson flew to Louisville, Kentucky, in August for a ten-day vacation.

FRANKLIN County reports that *W. H. Beddingfield*, machine operator, is back at work after being out sick over a month from an operation . . . A speedy recovery is wished *C. W. Catlett*, section foreman helper, who was out sick . . . *F. H. Galloway*, machine operator, has started work on his new home . . . *S. T. Holmes* was a delegate to the NCSHEA convention . . . Gang foreman *S. J. Howard* has been out sick . . . Mr. and Mrs. *A. L. Privette* planned to attend the NCSHEA convention in Winston-Salem since she is "Mrs. Unit Five" and represented the Division in the beauty contest; *Privette* is a machine operator . . . *G. C. Wrenn*, gang foreman, has been out sick.

DIVISION SIX

STEVE AMMONS
Division Correspondent

CONGRATULATIONS to Mr. and Mrs. *G. T. Johnson* upon the birth of a baby girl, Vickie Gail, September 21; the father has been with the Commission since 1943 . . . And to Mr. and Mrs. *G. W. Mitchell* upon the birth of a daughter, September 23; the baby only weighed three pounds and six ounces so she was kept in an incubator for a while in the Durham hospital; the father has been with the Commission since 1946.

GET WELL wishes go to *B. D. Jackson*, section foreman in Cumberland, who is recovering from a recent operation; he's been with the Commission since 1932; to *C. F. Holland*, another Section Foreman, who is recuperating at home from a recent hospitalization . . . *Holland* has been with the Commission since 1931 . . . And to *Jesse Stewart*, Section Foreman Helper, who was in the Erwin Hospital with pneumonia . . . *Faye Coleman*, daughter of Division Sign Supervisor *G. L. Coleman*, and *M. L. Thaggard*, prison camp superintendent, have also been sick.

DIVISION Engineer and Mrs. *L. E. Whitfield* visited their son in Toronto, Canada.

THE G. L. COLEMANS recently visited relatives in Sea Island, Georgia.

MRS. R. N. WEAVER, wife of the road maintenance supervisor in Harnett County, accompanied her daughter and son-in-law to Shreveport, Louisiana, for the wedding of her son, Lt. Joe Weaver . . . *R. N. Weaver* has been with t Commission since 1931.

SYMPATHY is extended to Mr. and M *V. R. Autry* in the birth and death o son, September 28; Autry is a tru driver in Cumberland County.

DIVISION SEVEN

P. L. WELCH
Division Correspondent

SEVERAL summer-time employees t the Construction Department have retu ed to college: *Jerry Taylor* and *Lay Gunter, Jr.*, to State College; *Ron Simonds* to Elon College; and *Al Jarmon* to Duke University.

THE BUD MADDENS are gett settled in their new home on Lee Dr in Burlington.

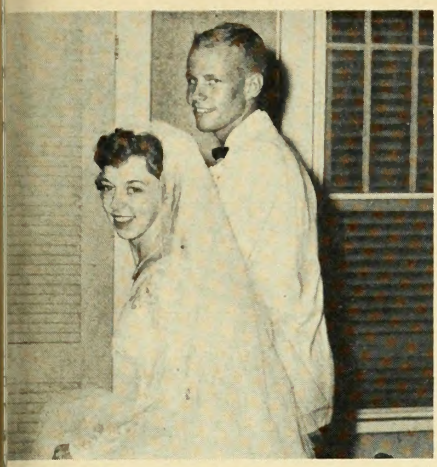


Melaine Gayle Johnson is the cen of attraction in the T. D. Johnson ho She'll celebrate her first birthd November 30. Her father, a gang f man in Bladen County, has been w the Highway Commission since 194

ALAMANCE County members of NCSHEA recently enjoyed an evenin fellowship at a fish fry at Teer's L . . . Special guests were wives of employees . . . The men couldn't get al without the help of the ladies so planning committee was ably assisted *Mrs. Roy McPherson*, *Mrs. Hall T. Adams*, and *Mrs. Sam Anderson* . . great big "thank you" goes to all helped make the fish fry such a suc and pleasant evening.

ORANGE County folks recently got gether for a fine barbecue with all trimmings.

SYMPATHY goes to *Charles E. Mur* Supervisory Foreman in Caswell Cou in the recent death of his mother To *G. Clyde Denny*, Section Foreman Caswell County, in the recent death of father . . . To *Rufus Nelson*, Motor Gra Operator in Caswell, in the recent de



Pretty Jeanne Dupree Upton and oseph Mark Freeman, Jr., were mar-ed August 21, in the First Baptist hurch in Fayetteville. She is the daugh-r of Mr. and Mrs. J. W. Upton. Her ther is Sixth Division Equipment Su-erintendent.

The bride attended Mars Hill College d U. N. C. The groom, son of Mr. and rs. Freeman of Burlington, was an gineering student at Duke before go-g in service.

They are making their home in El so, Texas, while Pfc. Freeman is ationed at Ft. Bliss. Jeanne is teach-g in Thomas Jefferson High School in l Paso.

his father . . . To *Robert V. Graham*, ng Foreman in Alamance, in the recent ath of his mother . . . And to *Jesse W. cBane*, Section Foreman Helper in lamance, in the recent death of his other.

VACATIONS . . . *J. W. Rainey*, Gang oreman in Caswell, took his family to e western part of the State for a vaca-on . . . *Howard Stowe*, Foreman in aswell, and his wife recently visited re-tives in Kentucky and Missouri . . . *arshall C. Dailey*, Gang Foreman in aswell, took his family on a fishing trip Millingbeck, Virginia; due to rain, the ly reported catch was a bad cold by *iley*.

A SPEEDY recovery is wished *Hall T. cAdams* who has been a patient at the amance County Hospital.

DIVISION EIGHT

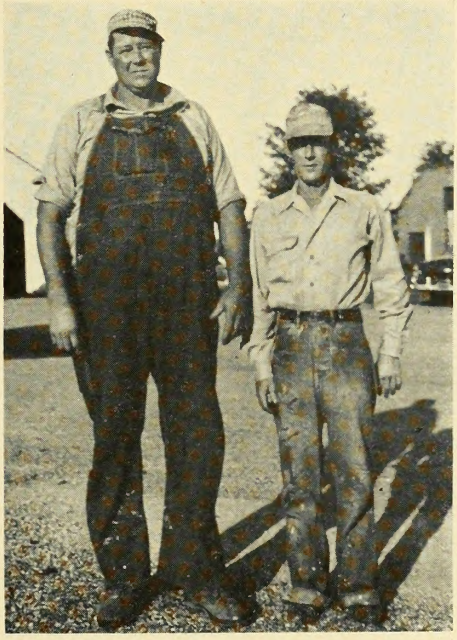
EDWARD C. DARDEN
Division Correspondent

DIVISION Eight was well-represented the following delegates to the NCSHEA nvention in Winston-Salem: *C. B. Wick-. E. C. Darden, Mrs. Peggy Wilson, L. M. well, J. E. Lee, Sumner Craven, W. L. Shaw, Douglas Patrick, Fred Morris, Alonza Womack, J. E. Gregson, O. C. Oldham*, and *John G. Hall.*

SYMPATHY is extended to the family of *William D. Edge*, Gang Foreman in Hoke, who died September 21; he leaves a wife and five children . . . *Edge* had been with the Commission since 1950.

T. C. JOHNSON, Assistant Division Engineer, has purchased a home in Southern Pines, just outside town on the double drive road toward Pinehurst.

OCTOBER 5, Division Engineer *T. G. Poindexter* had a meeting in the division office of all maintenance personnel . . . *J. A. Pippin*, District Fire Warden of Rockingham, gave an informative talk on fire prevention and how highway employees could help fight fires.



Up in Wilkes County, Coy Sheets and Martis Marlow are the long and short of it all. Sheets is six foot three inches tall and tips the scales at 307 while Marlow stands five feet two and weighs 125. They make a good team under Bridge Maintenance Superintendent Max Collins since Marlowe keeps the tools at Sheets' finger tips.

VACATIONS . . . *W. A. (Ab) Carter*, Maintenance Supervisor in Randolph, took his family on a sight-seeing trip through Ohio, West Virginia and Kentucky . . . *Herman Shaw* of the division office took his wife with him to Illinois and Indiana to visit some of his old Army buddies.

FRED BECK reports good progress on building the US 1 bypass around Southern Pines . . . Dickerson, Inc., has the roadway contract while Blythe Brothers has the structure contract . . . *Beck* is the resident engineer on the work which began in September.

R. G SOUTHALL, Resident Engineer in Laurinburg, has purchased a home in Laurinburg for his attractive wife.

JAMES HUNTER, engineering aide in Siler City, was drafted in the Army, October 10; he had been with the Commission for four years.

SEVERAL new engineering aides are working with *Fred Beck* in Aberdeen . . . The group includes *D. N. Caviness, R. L. Moon, B. B. Thompson*, and *H. T. Williams.*

DIVISION NINE

R. B. FITZGERALD
Division Correspondent

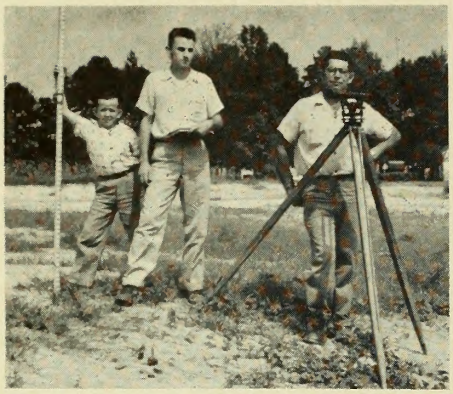
A NEW section of US 70 in Rowan County was recently completed and opened to traffic . . . The project begins at the Iredell County line and extends east toward Salisbury for 9.2 miles, bypassing the town of Cleveland . . . The roadway is 24 feet wide with ten-foot shoulders . . . The pavement consists of a stabilized aggregate base course with a bituminous surface treatment.

SYMPATHY is extended *Joe Lowry*, Office Engineer in the Winston-Salem office, in the recent death of his brother, Stewart, at their home in Mt. Airy.

WALTER PUGH, Road Oil Supervisor, and *D. R. McMichael*, Landscape Supervisor, have been smiling broadly and passing out cigars . . . They are the proud fathers of baby boys . . . Congratulations to them and their wives.



After work-hours, R. Frank Brown of Cabarrus Maintenance likes to farm. Some of his home-grown tomatoes, at left, weighed two pounds each, almost as much as the 2½ pound toy terrier he's holding.



Don't let Billy Hill's size fool you. He may be only four feet two inches tall but he's proved a valuable man in the construction party for paving the Durham Bypass. That's Charlie Hinnant, in the middle, and Henry Earp by the transit.

DIVISION TEN

CHARLES R. SMITH
Division Correspondent

FROM MECKLENBURG . . . A baby boy was recently born to Mr. and Mrs *John Hager;* he's in Maintenance . . . *E. K. McGinnis*' son who is in the Air Force has been on leave visiting his family . . . Mr. and Mrs. *C. L. Rogers* have had a visit from their daughter and son-in-law of New Jersey.

R. K. JEWELL, Resident Engineer of Concord, has purchased a new farm out on Route 200 and spends his off-hours farming . . . The rumor is that he planted four acres of gourds and 18 bushes of turnip seeds!

RECENT VACATIONISTS include the *R. H. Gabriels* who went to the mountains; *J. E. Helms* and family; *E. K. McGinnis* and family; *Bill Pender* and family; *T. M. Washam* and family; *Willis Tilson* and family; and *W. A. Irvin* and family.

SEVERAL men have been on the sick list: *Glenn Eargle* and *L. M. Kelley* of Mecklenburg Maintenance; *Zeb Rhinehardt* and *A. J. Linker* of Cabarrus Maintenance . . . *Linker* is well now and has taken over job of managing the truck shed and doing all the paper work . . . His fellow workers are glad to have him doing this work.

PRISON NEWS . . . *N. J. Lockhart* is the most patient fisherman in Cabarrus . . . He's been fishing for the past three years in the same pond, tried all sorts of bait and different rods, but has yet to land the first fish.



An important member of any wedding is a pretty flower girl like Juanita Poston, daughter of Mr. and Mrs. Clyde Poston, Jr., of Shelby. Her father is with the Construction Department.

FROM CABARRUS Maintenance . . . *E. C. Shinn* has completed his new home on Route Two, Stanfield . . . He planned to give all the boys a big barbecue as a house-warming . . . *Hugh W. Love* will be moving into his new home soon which will mean another barbecue.

H. W. GOODRUM'S wife is recuperating after a long stay in the hospital.

THE TOM ROYALLS took a week off in September to drive to Louisville, Kentucky, to see his brother, *Charles* . . . The many friends of *Charles* will be glad to know he is recovering nicely from a slight heart attack; he retired several years ago from Road Oil . . . The *Tom Royalls* travelled cross country then to Murphy where they visited her son, Robert M. White, daughter-in-law and granddaughter.



Frances Page, daughter of Mr. and Mrs. T. J. Page of Clinton, was married to Sherrill Carr, August 26, in the Grove Park Baptist Church of Clinton. The bride attended Mars Hill College. The groom just completed two years in the Army at San Francisco. The couple are at home in Clinton. Her father is district mechanic of District Two in Division Three.



Joyce G. Merritt, daughter of Mr. a Mrs. Luther R. Merritt of Wilmingt was married September 8, to Tracy Rhodes in the Epworth Method Church. The bride's father is Divisi Sign Supervisor of the Third Divisio The groom is the son of Mrs. Geor C. McKeithan of Woodburn.

P. L. ALLEN'S wife is recuperati from a broken wrist and hip . . . Wh working her flowers, she was frighten by a green snake which caused her to f

GET WELL wishes go to *J. E. Whorter* who was out sick again . . . *J. Turner* returned to work October 3, af being ill for several months . . . *Josi Perry, Jr.*, is back on the job after spra ing his left ankle . . . *Lee H. Ponds* spra ed his ankle but lost no time off the . . . *C. J. Crider* lost one day's time wh he cut his fingers with a cable wh changing teeth on a shovel . . . *Sam Pressley* sprained his foot when he jun ed from a truck . . . *C. N. Cranford* still out on compensation with an inju back.

PRESTON HANNAH caught a n string of spots from the Windy Hill p in mid-September.



The young charmer is Linda Be daughter of Office Engineer and M C. J. Beck of Sylva.

THE P. R. INGOLDS and son, Robert, pent a September week-end at Cherry rove Beach . . . They report a good catch f Drum, Spots, and Pompano.

DIVISION ELEVEN

CORA LEE McLEAN
Division Correspondent

WELCOME to the new employees: *. M. Correll, C. M. Smith, A. Q. Hartsoe, oss Lentz,* and *Grady Johnson.*

NEW FACES . . . Congratulations to Ir. and Mrs. *C. S. Childress* on the birth f a son, John Wesley, in August . . . To *arwin* and *Thelma Beach* on the birth f a son, Gary Wilson, September 28; *arwin* is really crowing since Gary is the rst boy in 11 grandchildren.

GET WELL wishes go to *Charlie A. ay* who underwent surgery at Winston-alem in August and was in a critical ondition.

GOOD LUCK to *B. A. Rainey* and *D. S. aw* who retired October 1, after many ears of faithful highway service.

PATRICIA ANN PEARSON has recent- been employed as a stenographer in the lkin district office; she replaces Ruth otter who resigned recently.

MR. AND MRS. *A. G. (Pete) Justus* pent a week vacationing in Florida.

THE J. H. COUNCILLS spent Labor ay week-end with relatives in Sylva.

DIVISION TWELVE

JEAN CLINE
Division Correspondent

THE TWELFTH was ably represented t the NCSHEA convention by *J. D. Beb-er, I. B. Curlee, William Patrick, Lewis arpenter, P. J. Corpening, H. E. Dell-nger, Charles Bass, Ken Mauney, Carl illey, C. M. Shannon, Burt Sain, E. J. ector, Clyde McRee, Mrs. Lois Knox, Mrs. larion Davis,* and *J. F. Abernathy.*

WELCOME to *Charles C. Mauney* who tarted with the Commission September , at the Statesville residency as a High-vay Engineer II . . . *Mauney* has moved is family from Perry, Oklahoma, to Statesville . . . Two other newcomers are *William Ervin Simpson* and *James Watt lexander;* they're both in the Statesville arty . . . *Hilton Eades* began work with Right of Way Department, September 1.

FRANK R. McLAUGHLIN has moved is family into the home they recently urchased on Route 115, just out of States-ille; *Frank* works at the district shop.



The folks in the new division equipment shops at Winston-Salem had a small fish fry for their families, September 30. For employees and their families, it was their first get-together since moving into their new location on Cherry Street Extension.

They dined on fish, cole slaw, french fries, hush puppies and coffee (by the gallons). The supper was so enjoyable, they plan to have more regular outings.

First row, kneeling, from left, see Ira Fulton, Don Neal and V. C. Freeman. Second row, kneeling, from left, see Irvin Morris and son Terry, John Swicegood, Roy Williams, Clyde Harbin, Dick Luper and Elmer Allen. Third row, from left, that's Ernest Candle, Anne Chadwick, Frank Ingram, George Barnhardt, Thad Renegar, Gaither Williard and Drextel Stewart. Fourth row, from left, see Jim Owings, Jack Sheets, Grady Tutterow, and Bud Wallace.

Frank Ingram, J. M. York, Grady Calhoun, Milliard Jessup, William Hill, Fred Boyles, Wade Wyatt, and Ralph Frye, who is mechanic foreman at the division shop, were absent when the picture was made. Freeman is division equipment superintendent.

GOOD LUCK to *L. D. Clinton, D. O. McLelland,* and *E. A. Bunton* who have recently resigned for other employment.

PASS THE CIGARS . . . Twin daughters were born to Mr. and Mrs. *Roy Williams,* September 21; *Williams* is a guard at the Iredell camp.

RAY NICHOLS of Construction has returned to work after being on sick leave during September



Congratulations to Howard Biggerstaff and Nadean Powell who were married August 14. Howard is in the Construction Department located at Hickory.

BILL RUNYAN of Construction underwent surgery in the Memorial Hospital in Charlotte in September . . . He recuperated at home and should be back on the job soon.

RESIDENT Engineer *D. L. Rink* of Hickory recently vacationed for several weeks by touring California, Oregon, Idaho, Washington State, and other western states.

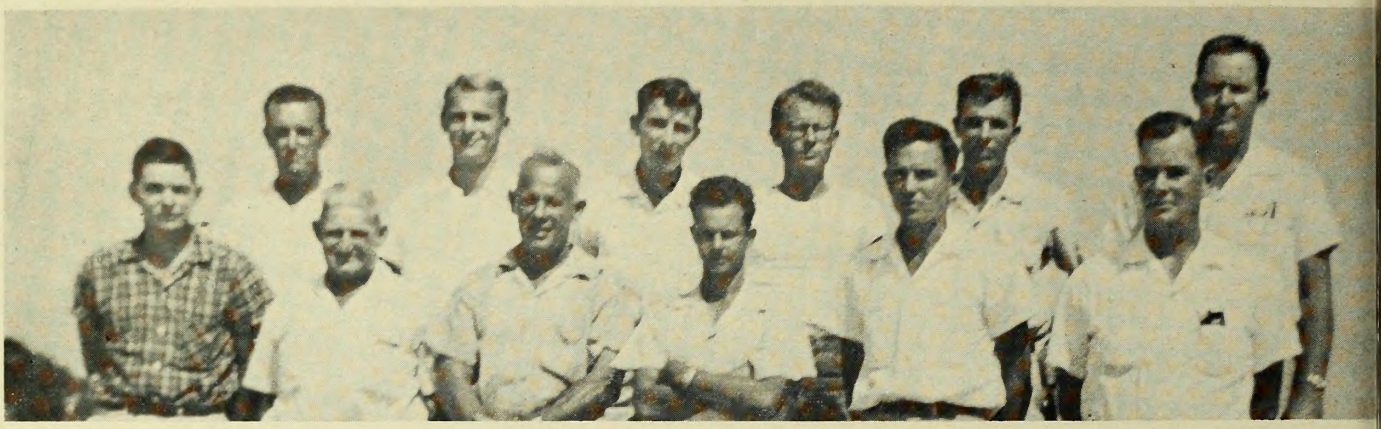
DISTRICT Engineer *P. D. Miller* is recovering satisfactorily from surgery at the Rowan Memorial Hospital in Salisbury, in September.

IREDELL County Section Foreman *J. F. Morrison* has been out sick for several weeks but should be back soon.

MACHINE Operator *Carl H. Watts* of Catawba had a long stay in the hospital . . . *J. R. Starrette* of Equipment was also hospitalized recently.

OTHER employees on the sick list include *D. G. Holland,* Iredell County employee; and *Adam Pritchard* of the Iredell prison camp.

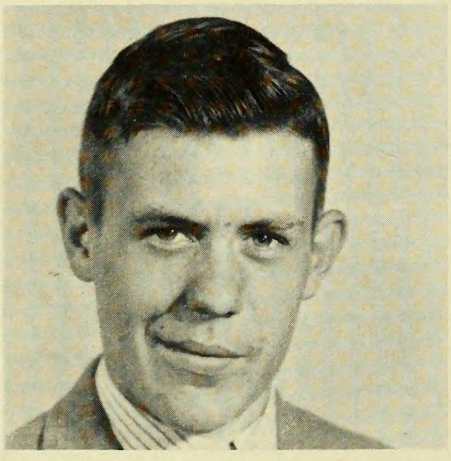
DIVISION Engineer and *Mrs. E. L. Kemper* attended the annual meeting of the Southeastern Association of State Highway Officials in Charleston, West Virginia, October 17-19.



Resident Engineer Frank Martin lined up his construction party on the US 301 bypass at Rocky Mount for a picture. From left, first row, that's S. P. Clark, W. B. Nowell, Martin, E. R. Batten, J. C. Jernigan, J. G. Barnhill. Second row, from left, see S. D. Barnes, W. H. Draughn, M. W. Moore, J. C. Howell, A. L. Langley, E. H. Paschall. Martin a Paschall are classified as highway engineers while Nowe Jernigan, Barnhill and Barnes are inspectors. The rest of t hardworking crew are engineering aides I and II. The b pass was officially opened to traffic, October 4.

MR. AND MRS. *L. J. Adams* are proud of their son, James Terry, who was born August 21; the father is employed in Road Oil.

D. L. PRUETT, *C. G. Poston* and *A. B. Deveny* of District One spent several days fishing off Myrtle Beach in October.



Donald Sellers, son of Mr. and Mrs. Grover M. Sellers, is attending High Point College this year on one of the 45 scholarships awarded by the Board of Education of the Methodist Churches of the U. S. He is studying for the ministry.

A 1955 gradnate of New Hanover High School in Wilmington, he was a starting player on the NHHS Wildcat Basketball team. When a sophomore, he won an all-expense paid trip to the United Nations Assembly in New York by writing an essay on the work of the UN. This summer he was employed with the Highway Commission as a road oil truck driver.

His father is a road oil patch foreman in Division Three.

SYMPATHY is extended *Fred Harrill* in the death of his sister, Mrs. Clyde Northey.

IT IS HOPED that *Junior Martin* will recover soon from injuries received in an accident in August; *Junior* is a District One employee.

DIVISION THIRTEEN

DAN TURNER
Division Correspondent

THE CONSTRUCTION chapter of the NCSHEA had a dinner meeting, September 23, at the Rutherfordton Club House . . . Resident Engineer *H. D. Smith* was the host . . . *Roger Franklin*, chairman, presided . . . Guest speaker was Congressman Woodrow Jones of Rutherfordton.

THE RUTHERFORD County chapter of NCSHEA had a fine barbecue supper back in July for the employees and their wives at the Gilkey Community Park . . . *Jimmie Roach, Weaver Henson* and *Herman Cline* prepared the barbecue.

CONGRATULATIONS to *William (Bill) Bennick* who was recently married to Margaret Hutchins of the Sunshine Community . . . The groom is a truck driver.

MR. AND MRS. *Joe McGinnis* of Forest City announce the birth of a son, August 16 . . . The father is a truck driver.

SYMPATHY goes to *J. A. Henson* in the death of his father, September 4; *J. A. Henson* is a gang foreman in Rutherford . . . And to the family of *G. W. Rollins*, a retired Supervisory Foreman in Rutherford, who died September 7.

AUDLEY WASHINGTON died September 10 . . . He was employed by the Highway Commission from March 1922, until his retirement June, 1945, from ill hea . . . For many years, he was office engine in the Asheville Division Office . . . Sy pathy goes to his widow, Mrs. Marga Townsend Washington.

DIVISION FOURTEEN

C. J. BECK
Division Correspondent

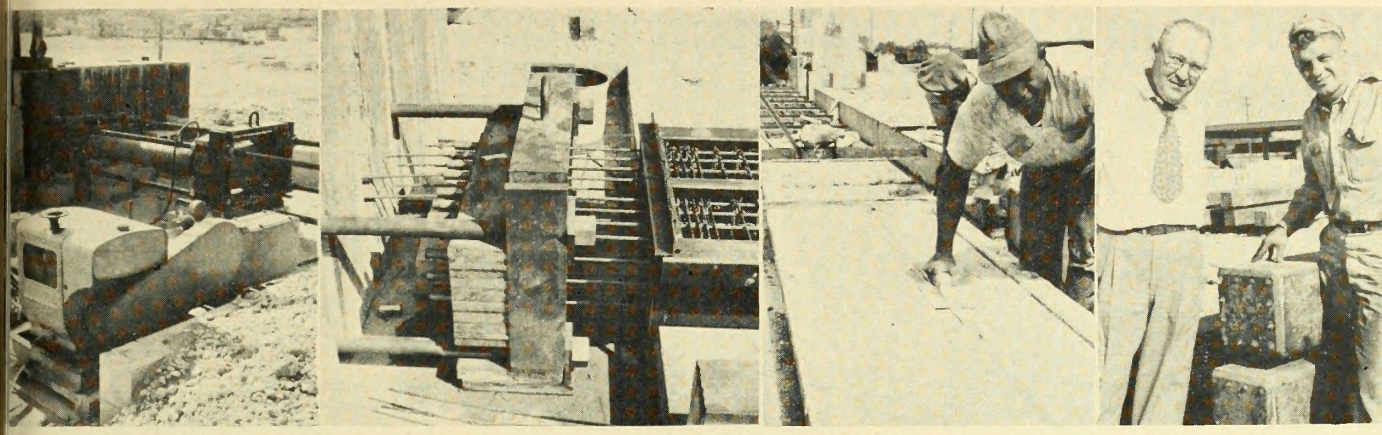
THE 14TH was well-represented by t following folks at the recent NCSH convention: *G. W. Clayton, C. J. Be H. G. Bird, Aude Suddeth, John Chec C. D. Hooper, J. J. Huskey, C. W. Ri John Cutshall, Vess Owens, W. C. Ma Dan K. Lyda, J. F. Ormond, P. J. Du* and *C. W. Lee.*

CHARLENE CHAMBERS is the n secretary in the Right of Way Depa ment.

W. V. LEDFORD, *Charles Buchanan* a *J. W. Moore* have recently been tra ferred from Construction in Brevard new locations . . . *Ledford* and *Buchan*



Snow White, tiny daughter of Rig of Way Engineer and Mrs. M. E. Whi will celebrate her third birthday, Nove ber 29.



Construction engineers will be interested in the precast ncrete piles which have been prestressed at a yard in leigh. These piles, first prestressed ones to be used on a ghway project in the State, will be used on project 4154 Durham County and a project in Moore County. From left, first picture shows the 200-ton hydraulic jack hich is powered by a gasoline engine with a Rogers draulic pump. The 12x24-inch I-beams are part of the sting bed itself. Second picture is a close-up of the jacking ad which can stress two separate piles at one time. Each le, containing 12 cables held by strand clamps, can be ressed 7.78 inches per 100 feet of cable with 168 tons of tal pull by the jack. This represents a pull of 14,000 pounds on each cable!

Type No. 3, Hi-Early, cement was used with one per cent of calcium chloride as an admixture. Eight bags of cement were used per cubic yard of concrete. No. 4 coarse aggregate was used and the concrete was vibrated with a screed. Third picture shows workman using edging tool to bevel edge of concrete pile. It showed a slump of 2 to 2½ inches. After 24 hours, test cylinder showed strength of 3,750 p.s.i. After 65 hours, the strength was 6,200 p.s.i. Fourth picture shows Henry Shaw, manager of company which is prestressing the piles, and Leon Simon, his prestress foreman, standing by the finished product. When placed on the job, the piles can be readily handled with a one-point pick-up.

ent to Murphy while *Moore* has transrred to Franklin.

LOCATION Party Chief *J. H. Prince* is having more business than the Maintnance Department for a while . . . Interested residents in Jackson County were xious to learn the exact proposed locaon of US 19-A and 23 between Sylva and alsam Gap toward Waynesville . . . *Jim* ould like to have this information too he can satisfy the public's curiosity.

MELVIN BUCHANAN of Location was arried September 1, to Clois Bryson, daughter of the Chairman of the Jackson County Commissioners.

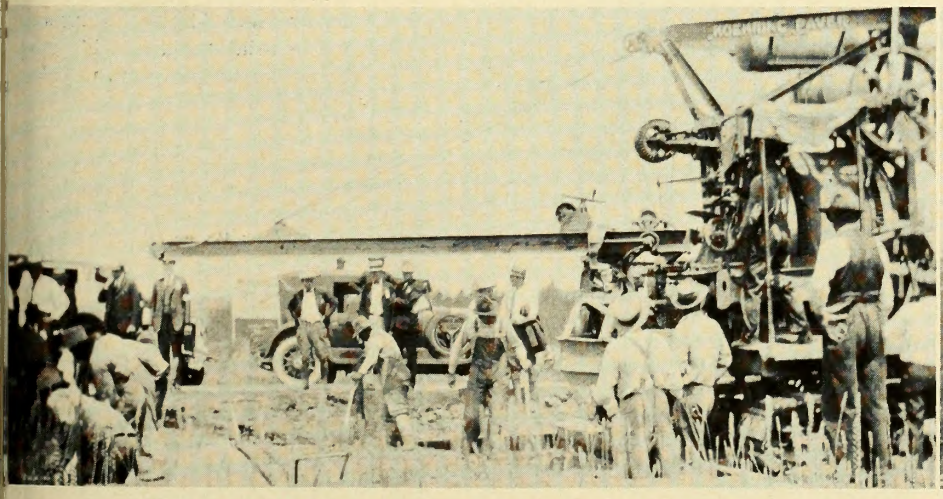
HAROLD THOMPSON of Construction in Bryson City was married to Christine Hyde in Bryson City, August 27.

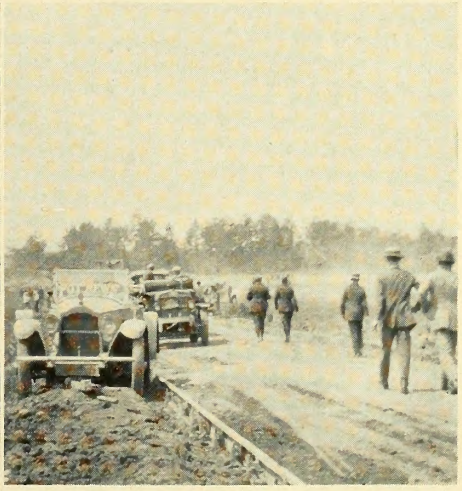
DISTRICT Engineer *E. L. Curtis* of Bryson City realized a life-long ambition by attending the World Series in New York City.

HARRY OWENS of Equipment is the proud father of a baby boy who was born September 29, and weighed eight pounds, 12 ounces.

MAINTENANCE men in the 14th are getting set for bad winter weather . . . There has been considerable activity around the county sheds where they are making ready for the coming winter . . . Snow plows and sand spreaders are being checked . . . Calcium chloride, sand and salt are being stored in convenient places throughout the division . . . Snow bills are being prepared for all men.

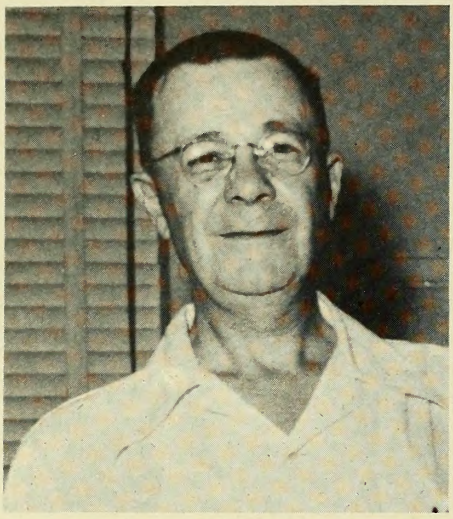
RALPH BARGER has transferred from Construction in Franklin to Right of Way in the Sylva office . . . He has recently moved his wife to Sylva.





Above pictures were taken by P. L. Cantrell at the Road how in Greensboro in 1924. That's Frank Page right under ie end of Koehring Paver boom. Bill Foushee who was the Resident Engineer on the road between Greensboro and Reidsville is the man in white shirt who is holding his coat. In right picture note the Fox News car.

HONOR ROLL OF 30-YEAR HIGHWAY EMPLOYEES



ERWIN KING

Automotive Parts Supervisor Erwin King has been with the Equipment Department since July 1, 1924. He remembers that he went to work with the Highway Commission as a mechanic under supervision of M. E. Tharrington. After two years, he was transferred to the stock room where he has been for the last 28 years. At various times he has worked with E. B. Hamilton and R. G. Setzer. When the new stock room was built several years ago, he helped set up a new and more orderly system of arranging and storing stock parts. The better-organized system has meant that it's quicker and easier to locate and issue stock parts as needed. It has saved much time for employees in the stock room.

King is the son of Sallie and Robert King. He was born July 22, 1900, in Raleigh, but later educated in the Durham city schools. June 28, 1930, he was married to Vera Watkins in Cedar Grove. They live at 5430 Hillsboro Road, Raleigh, today. The Kings have two children: Lt. Erwin Thomas King who has been in flight school at Camp Rucker, Alabama; and Mrs. Elizabeth (Milford) Mozingo who is living in Anchorage, Alaska.

Gang Foreman Edgar F. Hunter of Burnsville started his highway work November 10, 1924, when Cecil Burton was Supervisor and H. E. Noell was District Engineer. At the time, there were only three roads on the county map.

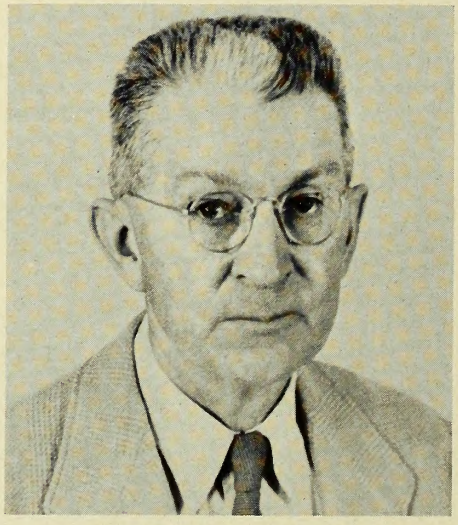
Since then, he has done general maintenance work, also construction work on many secondary roads. He has never had an accident with motorized equipment.

The Hunters are rightfully proud of their four children: Mrs. Evelyn (Roy) Pate is Register of Deeds in Yancey County; Mrs. Mildred (Craig) Woody is employed with the Duplin Corporation in Burnsville; E. F. Hunter, Jr., is principal of the Bee Log High School; and Mrs. Geneva (Bill) Hedrick is a teacher in the demonstration school of the University of Tennessee.

The Foreman is a member of the Yancey Betterment Association, the Community Club and the NCSHEA.

He has worked with many different supervisors and engineers but they have all been "very fine men working toward the same goal", he says. "I started with a Ford tractor and trailer, a handmade snow drag and a wooden road drag. We had four shovels, two picks and one crow bar. From the beginning, there has been plenty of work to do, but it's been interesting."

Son of Mr. and Mrs. John W. Hunter, he was born May 14, 1895, in Jacks Creek, Yancey County. His wife is the former Buena Bailey. They were married December 20, 1916, in Relief, N. C. They are members of the Jack Creek Baptist Church.



EDGAR F. HUNTER

Since November, 1922, James H. Page has worked in the central storeroom of the Raleigh Equipment Depot as a helper and Automotive Parts Clerk I. During this time, he has served as Janitor for the Superintendent's office. Through the years, he has worked under the supervision of the late E. B. Hamilton, R. C. Setzer and Erwin King.

James H. Page was born May 12, 1896, to Annie and Henry Page in Wake



JAMES H. PAGE

County. Young Page attended the Pin Grove School from 1901 to 1908.

May 22, 1921, he was married to Lu F. Page. They are members of the Pin Grove A.M.E. Church. The Pages ha three children: James H. Page, Jr., Brooklyn; Mrs. Alice (D. G.) Hops and Mrs. Bernice (T. B.) Farrar, bo of Raleigh. The Pages are mighty pro of their five grandchildren.

Alex Tyson is the wizard with wo who turns out cabinets, desks, bookca and files for use in the Raleigh highw building and laboratory. He's also ad at repairing doors, locks, and roo Tyson is the Carpenter Shop Forem at the Raleigh Equipment Depot.

In his words, "I started work Nove ber, 1922, when I was 17. I weighed 1 lbs. The late R. L. (Red) Mitchell w yard gang foreman. My beginning sala was $75 a month, which was big mon to me then. The second month, Mitch said he was sorry but he'd have to c my salary to $65 since I was too you and too light to keep up with the m I tried to work harder. One morning the third month, he said 'Let's go, bo We've got lots of work to do (wheeli concrete, brick and mortar). Lit Tyson is doing as much work as an body so I'm raising his salary back $75 a month."

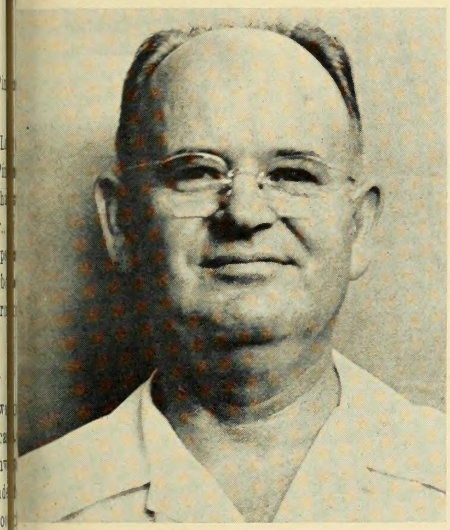
The fourth month he went to work the late L. L. Taylor who was shop fo man in the Carpenter Shop. He work under Taylor's supervision till he tired in 1942. At that time Tyson w promoted from assistant foreman foreman.

He says, "In my years, there ha

een many changes. It has always been real pleasure to work with those who re my superiors (E. T. Pierce is Superitendent of the Depot), and those who re under my supervision. It has been ost enjoyable all through the years."

Tyson was born March 12, 1905, in Vake County. His parents, the Rev. athan Tyson and Lillie S. Tyson of ary, lived on a farm where they raised 2 children: eight boys and four girls. is father was a minister of the Pentestal Holiness Church.

Young Tyson graduated from Mt. ernon School in 1921. Later he took ocational courses in mechanical drawg and blueprint reading in night school t State College. September 3, 1927, he as married to Lucy Mae Neville. They ave two daughters: Mrs. Ethel T. atrick of Smithfield and Mrs. Doris T.



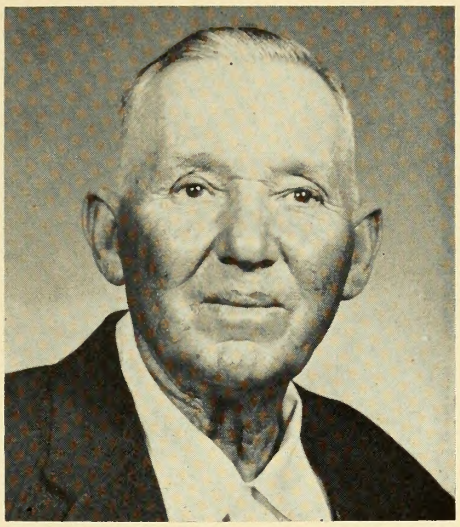
WILLIAM ALEXANDER TYSON

Vhite of Miami. The Tysons attend the t. Olivet Baptist Church.

He is a member of the NCSHEA and ie Cary Masonic Lodge No. 198. He was ie Grand Master in 1946.

Truck Driver Yow has worked conuously with the State in Randolph ounty since March 1, 1924. Most of is time he has worked with Gang oreman C. E. Glasgow.

Looking back, he says, "There have een good days and bad ones. On the hole, I have enjoyed my work and the ssociation with the other employees. Vorking outside must be good for me nce I haven't lost much time due to ckness. During my 30 years, I've had ree fine County Maintenance Supersors: E. O. Russell, Dexter Hough, and V. A. Carter. I know of no better folks work with than the State Highway nployees."



GEORGE HOWARD YOW

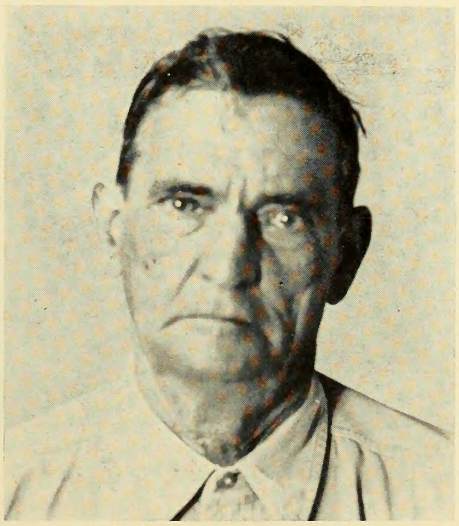
Yow was born February 23, 1890, in Moore County. He is the son of Isaac and Laura Yow. In December, 1915, he was married to Mae Shepherd in Montgomery County. Today they live on Route Two, Randleman. They are Methodists. The Yows have seven children: Gertrude, Burle, Glena, Isley, Ralph, Ervin, and Helen.

He adds, "I have attended all the barbecue, chicken and fish suppers that the employees have ever so often and it's lots of fun."

Gang Foreman Grover Lewis of Franklin has worked with J. G. Northcott of the Road Oil Department, George Stalcup, County Foreman of Maintenance, and Joe F. Setser, Supervisory Foreman of Maintenance during his long service with the Highway Commission.

Lewis is the son of Dave Sallie Lewis. He was born November 10, 1888, in Macon County. He has a grammar school education.

October 17, 1937, he was married to Goldie Kiser in Clayton, Georgia. They are Presbyterians. Today they live on Route One, Franklin. There is one son, Robert Grover Lewis, Jr.



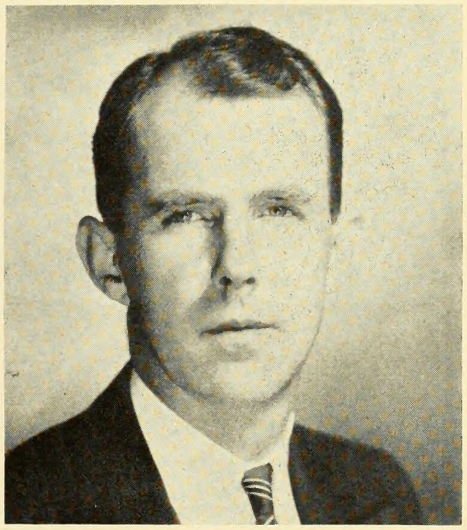
GROVER LEWIS

Bruce Conner Dies

The Commission was saddened by the loss of a loyal and faithful co-worker when Bruce H. Conner died September 21, after a two week illness.

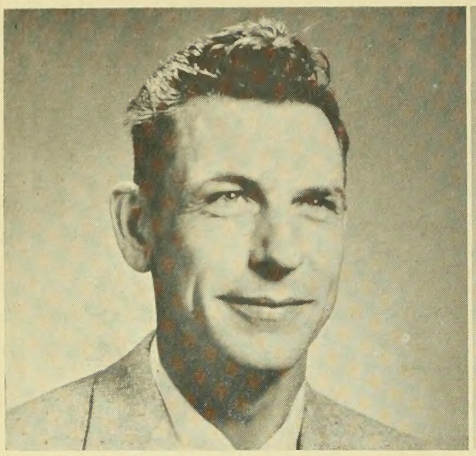
Bruce, as he was affectionately known, retired from active service in April, 1951 due to a heart ailment, but he resumed part-time work in November 1951.

He was a native of Rich Square where he was born October 21, 1901. After graduation from N. C. State College in 1922, he immediately joined the Highway Commission where he worked on structure survey and was office engineer for 29 years in the Bridge Department.



Bruce was noted for his thorough knowledge of all phases of highway work. Possessed of a keen memory, he became known as the "walking bureau of information." There were few, if any, departments which did not at some time call on Bruce for data. Meticulous by nature, he kept accurate records, and if he couldn't recall requested information off-hand, he could usually locate it quickly in some file. His 33 years of efficient service to the entire Commission are invaluable. A friend of all who knew him, he will be sorely missed by those with whom he was closely associated for so many years.

Bruce was a member of Edenton Street Methodist Church. An active member of the N. C. Society of Engineers, he served as secretary of the Raleigh Engineers Club for several years. Survivors include his wife, the former Ethel Rackley; his mother; three sisters and two brothers; one is M. B. Conner, Right of Way Engineer at Ahoskie.





Upon the death of District Engineer H. H. "Red" Weaver, John Irvin Church (at left) was promoted from Road Maintenance Supervisor to District Engineer, District One of Division 12, at Shelby. Charles Self, at right, was in turn promoted to Church's former job.

J. I. Church has 19 years of experience with the Commission. He started on highway construction in 1936. From 1939 to 1943, he did instrument work on new construction under Resident Engineer R. D. Braley. In 1944, he was placed in charge of inspecting all road oil work in the old Ninth Division. In 1945, Church was promoted to maintenance supervisor and served under the late "Red" Weaver.

Convention Talks

At the annual convention of the North Carolina State Highway Employees Association, Chairman A. H. Graham pointed out that out of 9,000 permanent highway employees, over 300 have 30 or more years of continuous State service.

Highway construction is not keeping pace with the automobile industry, he said. Despite the addition of 20,000 miles of hardsurfacing since 1947, the paved mileage per vehicle has dropped from 147 square yards to 103 square yards in 1955.

Most of the primary road system, built in the twenties, he added, is inadequate for the great traffic volume and high-speed modern cars. Even if the Interstate Highway System (714 miles of it in State) were modernized, the other primary roads, designed and built for the 40-m. p. h. Model T's would still be substandard. Highway safety depends on "engineering, education and enforcement. Our responsibility is engineering. Our job is never done. since roads will always need continuing maintenance."

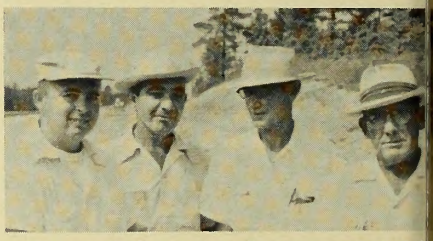
Highway employees who worked overtime during the hurricanes in the east and on snow-removal in the west were praised by Graham. He urged the group to "continue your good work, and retain your reputation for honesty, truth and clean living."

J. G. Gibbs of Greenville gave a short memorial service for the 108 employees who died during the past year. He praised the unselfish efforts of the first president, W. B. Ferguson who died last year, for his "dedication to bettering the lot of highway employees and giving unsparingly of his time and efforts to found our organization."

At the annual banquet, State Treasurer Edwin Gill recalled the vital ro that good roads played in the history the State. Because the first big road bo issue in 1921 was used for paving roa from county seat to county seat, he sai North Carolina was not dominated any one large city. Instead, he adde the State has many small rural tow and is really just one great big co munity.

He concluded that "the Highway Co mission has a great tradition of servi and you should be proud to be a pub servant. Honesty should be taken f granted in public government. But go public service is more than just bei honest since the finest accolade is 'w done, good and faithful servant.'"

Chief Engineer Rogers told the gro that he was proud of the calibre men who represent the Highway Co mission in their neighborhoods and co munities. When there is an emergen he said, the public usually expects a finds the highway employee standing o there in the rain and snow or hot su doing his job. He urged them to " consecrate yourselves to your work f the people of North Carolina."



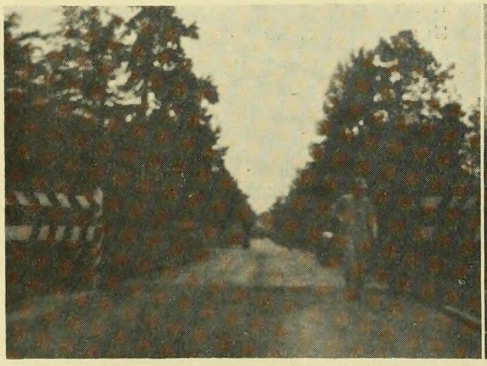
Four of the men who are supervisi the day by day progress of paving t Durham bypass are pictured abo From left, that's J. P. Pendergrass the laboratory, Mac Aiken, W. J. Pet grew, and Bill Smoak, all inspectors the work.

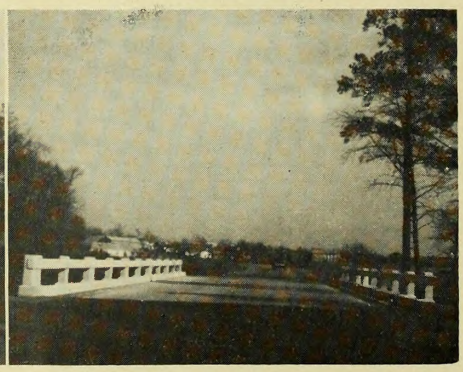
Movie is Available On 'Controlled Acces

A 15-minutes color movie on "T Story of Controlled Access Highways North Carolina" is now available showing by Highway Photographer P Bourke who made the movie.

The color movie with sound graphic ly explains the safety features of "c trolled access" roads and shows progress the Highway Commission made to date in building these hi ways of the future.

It has already been shown over s eral TV stations. It is now available all departments of the Highway Co mission and civic groups. Contact P Bourke, Division of Materials, St Highway Commission, Raleigh, N. C., bookings of the movie.





The old, narrow, one-way bridge, at left, over the Black River on a county road between Dunn and Erwin was replaced with the trim new bridge at right. The old bridge was 14 feet wide; the new one is 24 feet wide and was built of five spans, each 17 feet long.

Parks Appreciated

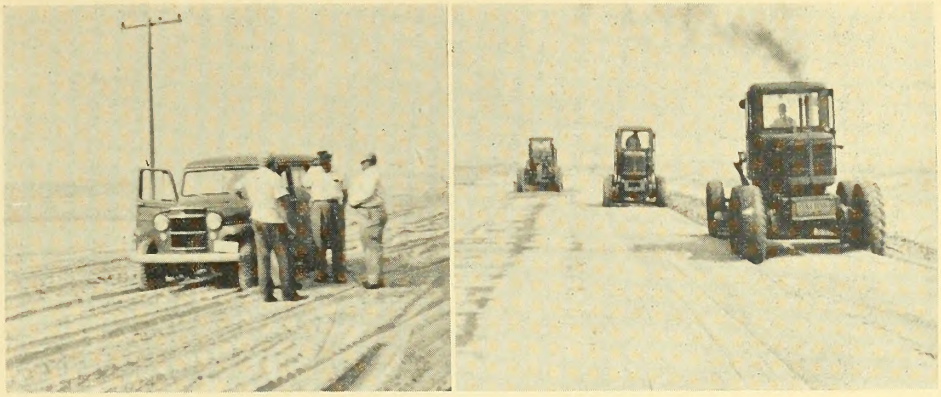
The tourists like the roadside parks hich are built and maintained by main-nance forces of the Landscape Depart-ent. A couple from Eustis, Florida, ok time to leave a note saying, "Com-iments to the cleanest and nicest park e have seen from Cleveland, Ohio to ntral Florida."

A couple from Guelph, Canada, left ie following note behind: "We have en having a traveling vacation from nada, passing through Michigan, hio, West Virginia, Maryland, Virginia d North Carolina. It is a pleasure to mpliment the North Carolina Highway epartment on the very excellent condi-on of the Ellerbe Roadside Park. We ve used most of the State park facili-es all the way down and although they ere all good, this is one of the best e have visited. The clean tables, free-m from insects, spotless toilet facili-es, and general tidiness of the park e very commendable. Thank you for ese services that are worth apprecia-n."

The Highway Commission maintains roadside parks located along heavily-avelled main-line highways. Each has inking fountains, tables, benches, en fireplaces, stacked firewood, mod-n restrooms, covered garbage cans, d surfaced drives and parking areas.

An engineer from the Virginia Highway epartment commented, "While on vaca-on in North Carolina recently, I had e pleasure of stopping at your road-de park on Route 64-70 between States-lle and Hickory. With my family, I ad been looking for sometime for a ot to eat our picnic lunch when I saw ur 10-mile advance warning sign. When e reached the park, we were most pleased with the ideal location. The park was beautifully designed and the maintenance the best I have ever seen. It certainly afforded us a wonderful break on a long, hot trip from Richmond to Asheville. While in your State, I had the opportunity to visit several other roadside parks, and was most impressed with each and every one of them. Congratulations to you and your maintenance forces."

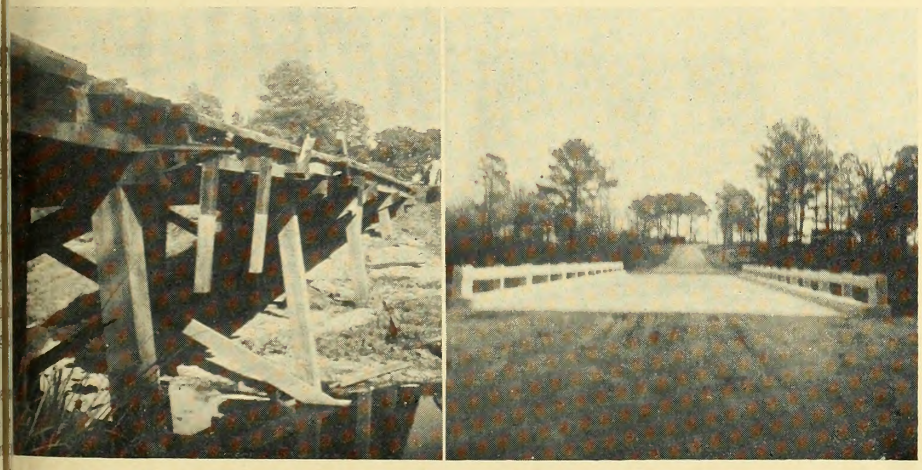
To sample public opinion, self-addressed postcards have been left at several of the parks. A motorist from Ontario, Canada wrote, "The washrooms were the best I have found in nine states I have passed through. The park was clean, cool and well taken care of." A couple from Lake Tahoe, California, wrote, "We enjoyed your roadside park very much. It gave us a rest from driving in the heat. There should be more of these parks through the States." A man from Somerest, Kentucky wrote, "While on a trip from North Carolina to California, I stopped at your park and found it the nicest roadside park where I have ever stopped. It was very clean." A lady from Jackson, Mississippi wrote, "I think you all have one of the finest roadside parks I have ever visited. It is so clean and it has such nice restrooms and fountains." A lady from Asheville wrote, "I want to express my delight at finding the nice wayside stops and parks now available on our highways. Prior to this, when we took a lunch and traveled in the State or to South Carolina or Georgia, we would look for a country church yard. Recently, on the way to Winston-Salem, we stopped at the park near Statesville and found it most delightful and convenient. The tables are so very well arranged giving a feeling of privacy to each. The State is to be commended for making such an attractive place available to travelers. Keep up the good work!"



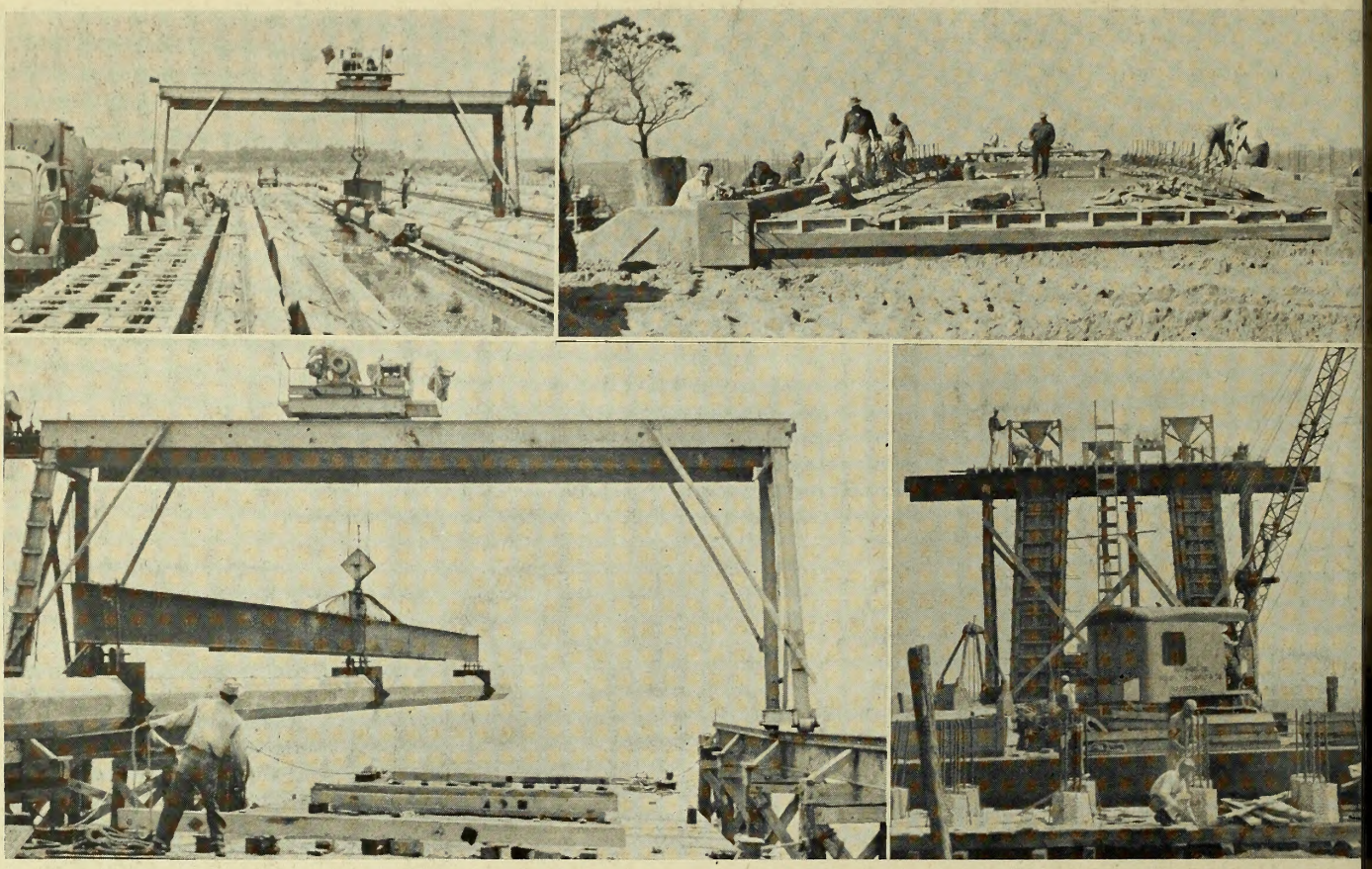
Hurricane Ione wreaked havoc with the State's roads in the east. Bill Sprnill and R. C. Speight conferred with a maintenance foreman on the road to Hatteras which was covered with one to two feet of sand. There used to be sand dunes at left before the Atlantic flattened them. At right, three motor graders are shown hauling off sand from the section just north of Buxton.



Two valuable additions to the highway legal staff are Harrison Lewis, left, and Parks Icenhour. Lewis is a gradnate of the Carolina Law School while Icenhour is a graduate of the Wake Forest Law School. They replace Willys Hooper who has gone into private law practice in Thomasville and Larry Beltman who has gone into the Adjutant General's Department of the Army.



Rickety, old wooden bridge, on left, on a county road over Kivetts Pond was placed this summer by the fine new bridge at right. The old one was built of untreated lumber and was 82 feet long while the new one was built of concrete and is 92 feet long.



Work is well along on constructing the bridge across Croatan Sound between Manteo and Manns Harbor. Top left picture shows the casting yard and storage area for pre-cast concrete plies which are being used. Top right picture shows the first span that was poured, the end span on the Manteo end of the bridge. Lower left picture was made of the Gantry Crane which is used to lift and lower the p cast concrete piles onto the barge where the piles are ferr out to the construction site. Lower right picture shows form and equipment required to pour the second lift one of the center stream bents near the channel. The brid being built by T. A. Loving, will cost about $2,530,000.

Rocky Mount Bypass Officially Opened

Governor Hodges officially opened the Rocky Mount Bypass on US 301 to traffic, October 4. Dal Alford, Chairman of the Nash Board of County Commissioners, was master of ceremonies of the brief highway dedication.

The ribbon, officially opening the new highway, was cut by Ginger Roney, daughter of Mr. and Mrs. Ben Roney. Her father is administrative assistant to Senator Kerr Scott, former Governor.

Highway Chairman A. H. Graham told the group that US 301 would eventually be a limited-access four-lane highway from the Virginia line to the South Carolina line. He spoke of the need for better highways to keep up with the increased traffic load. More and better highways must be built, he emphasized.

Major Charles Speed, Safety Director for the Motor Vehicles Department, told the audience that although the highway was built for safety, drivers should use self-discipline at all times on the highway.

Ed Washburn, immediate past president of the US 301 Highway Association, said that 301 was the most-travelled north-south highway in the State and the best-known to tourists.

The Rev. Leon Russell, pastor of the First Methodist Church, gave the invocation.

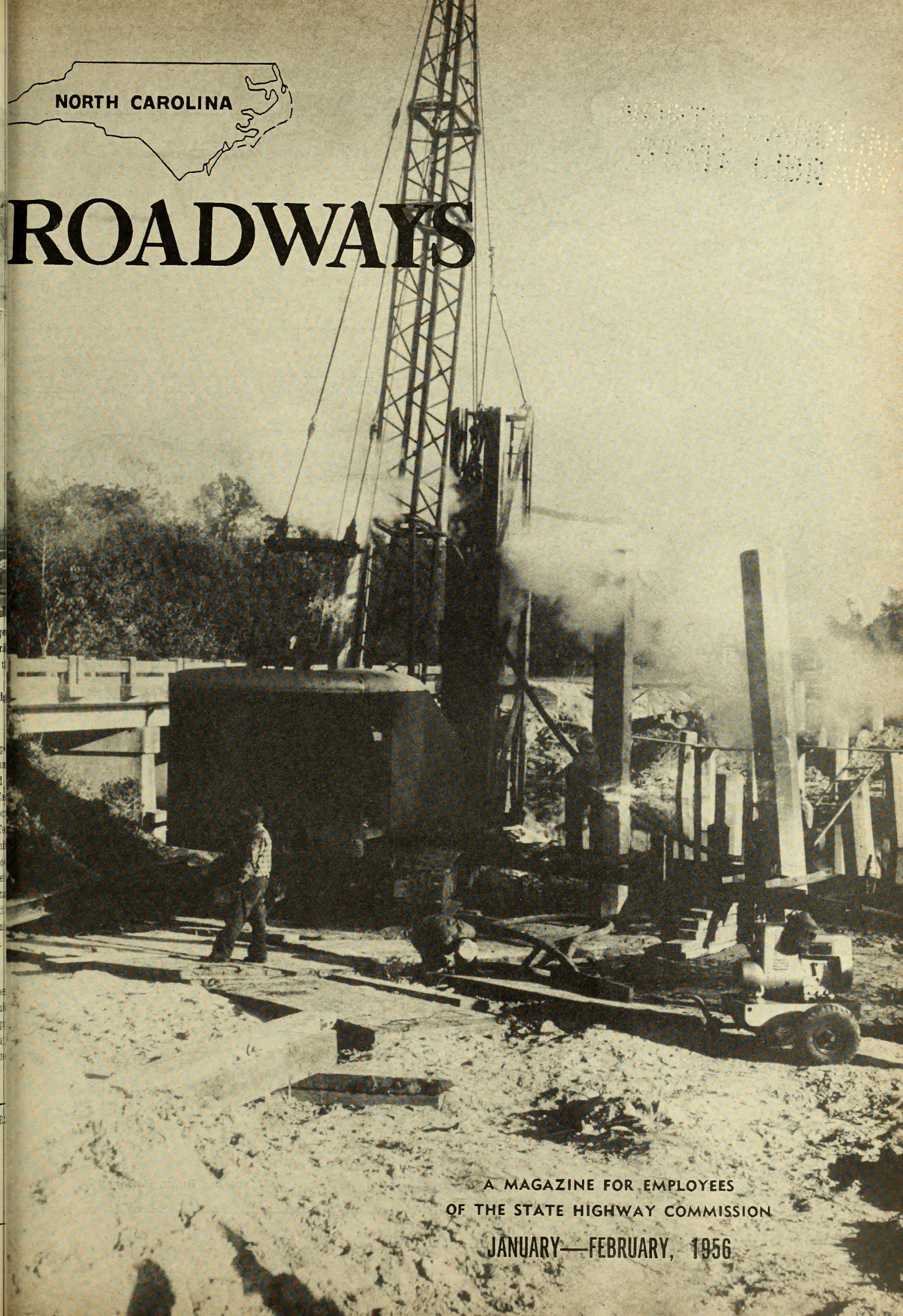
Other special guests at the event included Ray Bandy, president of the Rocky Mount Chamber of Commerce, who introduced the guests; Fred Coop Henry Milgrom and Ralph Strickla members of the Nash County Board Commissioners; Curtis Ellis, N County auditor; Frank Cothran, Ro Mount City Engineer; and Dillard T of the Nello L. Teer Company, wh built the highway. The Highway C mission engineering staff was represe ed by Chief Engineer Rogers, St Construction Engineer W. E. Hawk Fourth Division Engineer Ed Koo Roadway Construction Engineer T. McKim, and District Engineer F. Edgerton.

Graham said the project had b under consideration for at least n years and was part of a long-range p gram to convert US 301 into a ma federal Interstate Highway Syst route.

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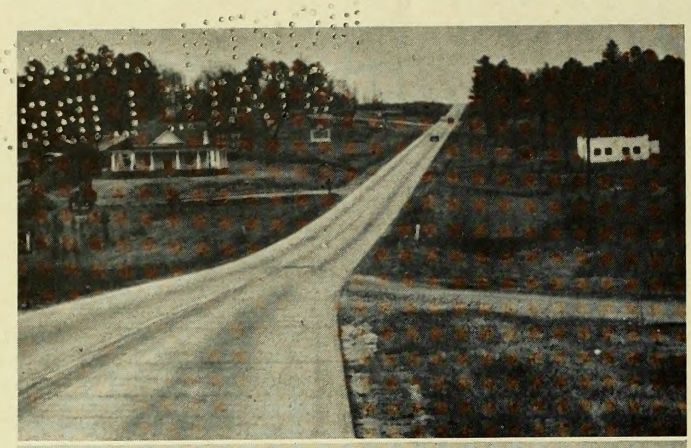
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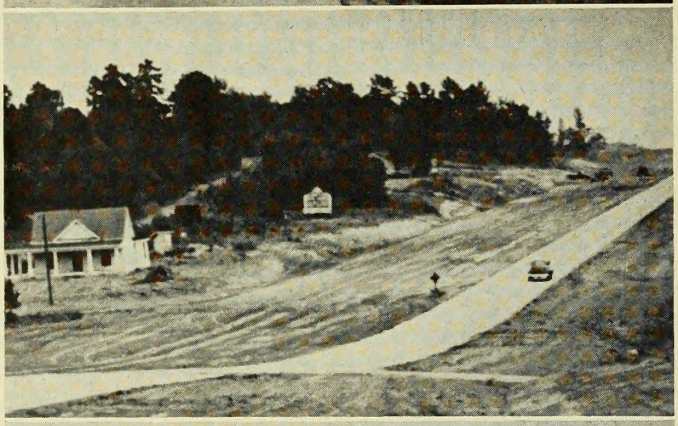


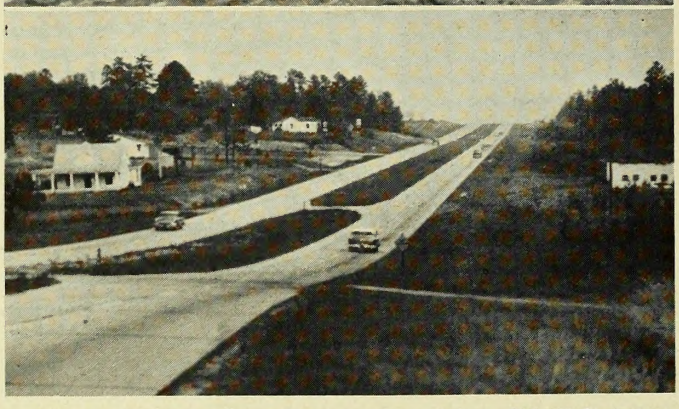
ROADWAYS

A MAGAZINE FOR EMPLOYEES
OF THE STATE HIGHWAY COMMISSION

JANUARY—FEBRUARY, 1956







Above pictures, all made at same point on US 70 between Raleigh and Durham, graphically show before, in-between, and after improvements. Top picture shows the busy highway before construction of second lane. Middle picture shows that the white house, at left, has been moved off the right of way and that grading is underway for the new lane. Bottom picture shows the completed dual-lane highway.

Turnpike Plan Shelved

Orton Boren, Chairman of the North Carolina Turnpike Authority, reported to the Highway Commissioners at their December meeting that plans for a north-south turnpike in the western part of Virginia and the Piedmont of North Carolina had been shelved for the present.

He explained that the failure of the new West Virginia Turnpike to carry its anticipated traffic load plus "relatively low revenues" had resulted in the pigeonholing of plans for connecting toll roads in Virginia and North Carolina. The situation will be reviewed every six months by the consulting engineers as the picture may change.

As originally planned, the present 88-mile West Virginia turnpike would be joined with a Virginia toll-road, en North Carolina near Mt. Airy, and skirt the population cent of Winston-Salem, Salisbury, Kannapolis, and Charlotte.

COVER PICTURE

Piles were being driven for the new Slocum's Creek Bridge which part of the dual-laning of US 70 from James City to Cherry Poin When complete, the bridge will have a 28-foot clear roadway and be 22 feet long.

Grading is underway for a second traffic lane parallel to existin highway which will be widened from 22 to 24 feet. When complet US 70 will have two 24-foot traffic lanes separated by a 30-foot wid median grass strip. Service or access roads as needed will be bui parallel to the dual lanes.

A big house moving job, more than 120 houses and buildings have be moved off the right of way to make room for the big highway. Compl tion of the dual-laning will relieve traffic congestion of present US 7 which now carries close to 10,000 vehicles per day.

Estimated cost of acquiring the right of way, grading, buildin structures, and paving for the 16½ mile-long highway project is million. J. B. Jennette is resident engineer.—Photo by Margaret Bur

NORTH CAROLINA ROADWAYS

A Magazine for employees of the North Carolina State Highway and Public Works Commission

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A. H. GRAHAM, CHAIRMAN

STATE HIGHWAY COMMISSION

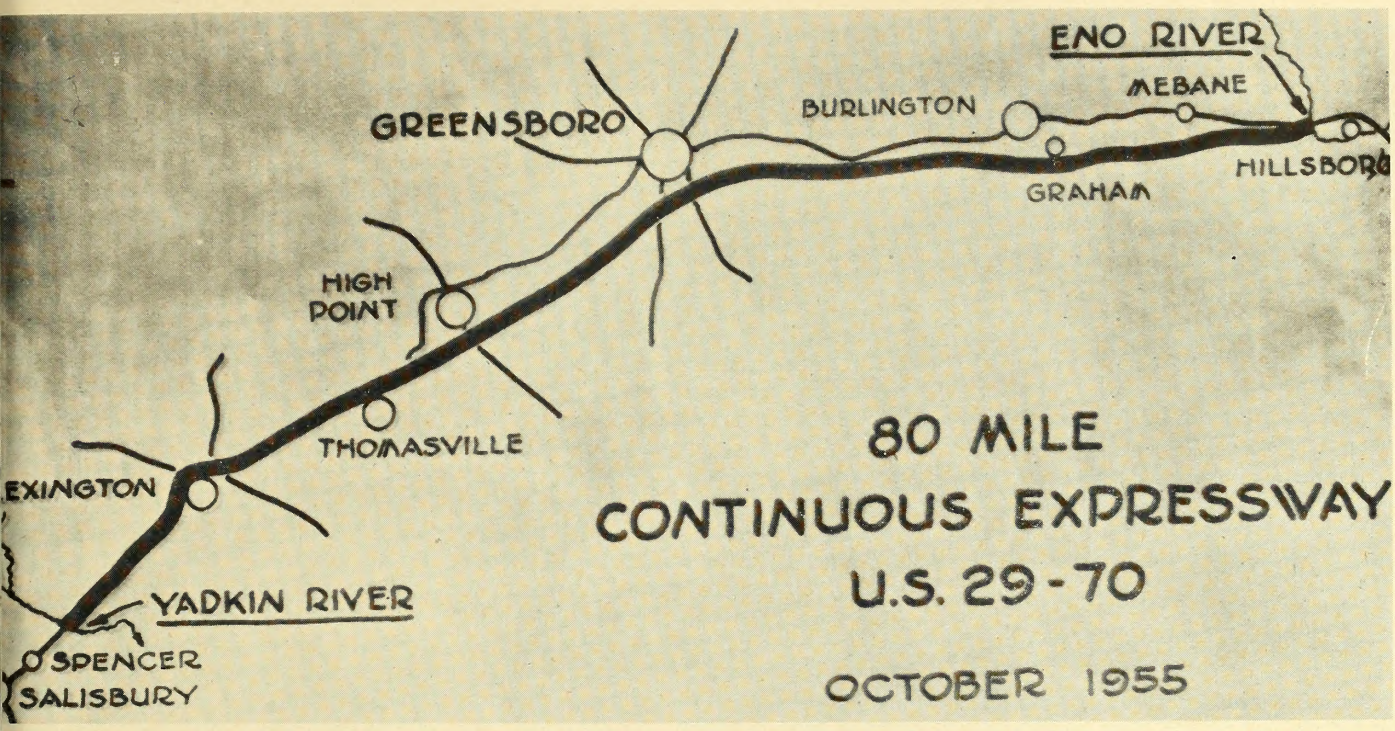
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Donnie A. Sorrell, Durham
C. A. Hasty, Maxton
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Margaret Burk, *Editor*



tate Boasts Longest Expressway in South

With the completion last fall of the st link in the 55-mile Superhighway om Thomasville to Hillsboro, North arolina now has an 80-mile continuous ll-free expressway from the Yadkin iver to Hillsboro.

North Carolina has the longest such :pressway in the South. Several other outhern states have expressways of mparable type and quality, but none as so great a continuous link without lay points as has North Carolina in is 80-mile continuous section.

Comparable in design and construction many of the big turnpikes in the orth and East, e.g., the Pennsylvania nd New Jersey turnpikes, the North arolina expressway has one outstanding fference: it is toll-free. There is no ll charge to drive on this fine, straight w highway.

The expressway has been designed and uilt for the benefit and safe driving of l motorists. The above sketch by Polk enmark of Statistics shows that the :pressway bypasses Efland, Mebane, aw River, Burlington, Whitsett, Greensro, Jamestown, High Point, Thomasle and Lexington.

Connecting with the existing dualned highway from the Yadkin River Thomasville, the expressway does ot enter a single town, has no delay oints and has no restricted speed zones n its entire 80-mile length.

The last link in the 55-mile long superhighway from Thomasville to Hillsboro was completed last fall after years of planning and three years of concentrated hard work and construction. It is a major relocation of US 29 and 70 through the populous industrialized Piedmont section of the State.

The 80-mile continuous toll-free expressway is part of a long-range plan to dual-lane US 29 and 70 all the way from Charlotte to Raleigh.

The whole expressway is posted for the maximum safe speed of 55-miles per hour in North Carolina. No railroads or other highways intersect or cross the expressway at grade. Instead, grade separations or bridges carry the expressway either over or under intersecting roads and railroads. There are a limited number of grade crossings of light-traffic secondary roads; these will be eliminated as service roads are provided.

There is not a single stop light or restricted speed zone on the expressway. The through motorist can drive the entire link without delay.

New signs reading "Limited Access Highway, Entrance Driveway by Permit Only from the State Highway Commission" have been posted along the roadside. By controlling the entrance and exit of the highway, the Highway Commission will preserve its direct relocation of US 29 and 70 for many years to come. It has been shown that limitation of access to a big highway is the most potent weapon ever developed for accident prevention.

From the Yadkin River to south of Greensboro, the expressway is dual-laned with a 30-foot grassed median strip separating opposing lanes of traffic. From Greensboro to Hillsboro, the expressway is paved as a standard 24-foot wide, two-laned primary highway. Right of way has been acquired for future dual-laning of this section when heavy traffic justifies it.

The expressway is well marked with large reflectorized signs to signal the driver when he is approaching a point of exit from the highway.

Schools Held Soon

The Asphalt Institute of College Park, Maryland, will sponsor three one-day-long asphalt schools for highway engineers this winter, State Bituminous Engineer T. V. Fahnestock reports.

District Engineer R. K. Williams, Jr., of Richmond and other members of the Asphalt Institute will conduct the meetings.

Special emphasis will be placed on the quality and construction control of all asphalt work. Division office employees, resident engineers, inspectors, and key road oil employees will participate in the meetings.

The schools will be held: Monday, January 30, in the Goldsboro highway office for Divisions One, Two, Three, Four and Six; Wednesday, February 1, in the Asheville highway office for Divisions 11, 12, 13 and 14; and Friday, February 3, in the Greensboro highway office for Divisions Five, Seven, Eight, Nine and Ten.

Surplus Allocated

Governor Luther Hodges allocated $2,656,000, December 9, to seven road construction projects and $56,000 for the purchase of land near the highway building in Raleigh.

The allocations included:

Mecklenburg, $500,000 for the 11.5 mile long US 29 bypass around north Charlotte.

Craven, US 17 bypass around Bridgeton, $100,000.

Warren, bridge over Roanoke River to replace Eaton Ferry, $300,000.

Cumberland, overpass on Rowan Street in Fayetteville, $500,000.

Forsyth, for work on US 52 in "Old Salem", $400,000.

Ashe, grading for relocation of NC 16 from Crumpler to Virginia State line, $450,000.

Catawba, grading for additional lane on US 64, 70 and 321 from point east of Hickory to point in Hickory, $350,000.

For the purchase of a lot on the southwest corner of New Bern Avenue and Blount Street in Raleigh, $56,000.

Previously, the Governor had set up $959,000 for prison system improvements, $50,000 for a bridge and access road to a new consolidated school east of Murphy in Cherokee County, and $20,000 each for preliminary surveys for two new bridges — over the Alligator River between Sandy Point and East Lake and over the Cape Fear River at Wilmington.

At the end of fiscal year 1954-55, there was $7,688,589 in the Highway Surplus. After the Governor made the above allocations, $3,983,129 was left over for possible emergencies and to match possible additional federal-aid funds which may come if Congress approves an expanded federal-aid highway program.

Symposium Held Soon

North Carolina will sponsor the Seventh Annual Symposium on Geology as applied to Highway Engineering, February 23-24, in Raleigh. Registration begins Thursday afternoon, February 23, at the Sir Walter Hotel. A smoker will be held that night. The $2.50 Registration fee covers the luncheon on the 24th and a copy of the proceedings.

The tentative program which starts at 9 a.m. in the Riddick Engineering Building, Room 242, at N. C. State College, includes the following:

"Engineering and Landslides" by R. F. Baker, Ohio State University; "Investigation of Bridge Foundations" by M. Deuterman, Bureau of Public Roads; "Riverbed Scour at Bridge Foundations" by E. M. Laursen, State University of Iowa; "Application of Petrographic Procedures to Highway Engineering" by Bryant Mather, Waterways Experiment Station, Jackson, Mississippi; "Aerial Photos and Highway Engineering" by C. R. McCullough, N. C. State College; "Geological Features of the Eastern States as related to Highway Engineering" by R. A. Laurence, U. S. Geological Survey; and "Equipment Used in Geological Engineering" by J. O. Bickel of Parsons, Brinkerhoff, Hall and MacDonald, New York.

The symposium is jointly sponsored by the N. C. State Highway Commission and the N. C. State College of Engineering. Special committee members include C. E. Proudley, Chairman, Chief Materials Engineer; A. C. Dodson, Chief Geologist, and J. R. Brandon, Geologist, Highway Division of Materials; W. W. Austin, Head of Department of Mineral Industries, R. E. Fadum, Head of Department of Civil Engineering, and D. B. Stansel, Assistant Director, College Extension Division, all of N. C. State College; and Dr. J. L. Stuckey, State Geologist of the Department of Conservation and Development.

More than 150 highway engineers and geologists are expected to attend the conference. The smoker is provided through the courtesy of the Superior Stone Company of Raleigh and the Beck County Sand and Gravel Company of Cheraw, S. C.

Bridge Dedicated

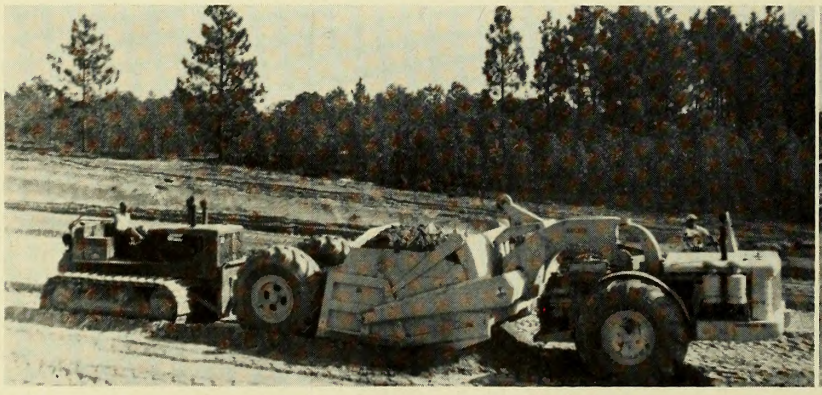
The new $420,000 bridge over the Inland Waterway between Surf City and the mainland was officially dedicated and opened to traffic, November 5.

Al Ward, Mayor of Surf City, welcomed the more than 200 visitors who attended the opening. Two highway commissioners, Wilbur Clark and Heide Trask whose efforts were instrumental in making the bridge possible, were on hand for the ceremony. Clark, a former commissioner, told the group that he should take little credit for getting the bridge, but rather the credit belonged to the engineers.

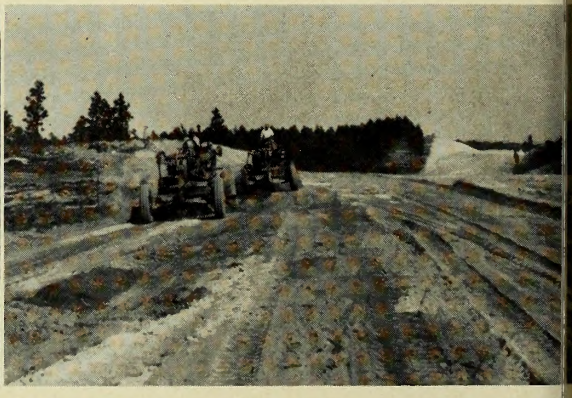
Commissioner Trask praised the fine new bridge and said it would be of great service to Surf City and all of Topsail Island.

Chief Engineer W. H. Rogers, Jr., told the crowd that a vast amount of paper and field work had gone into the bridge before a single piece of actual construction was begun. He cited the continuing struggle to build the bridge through four hurricanes. He explained that twice the approaches to the bridge had been built and torn away by the storms.

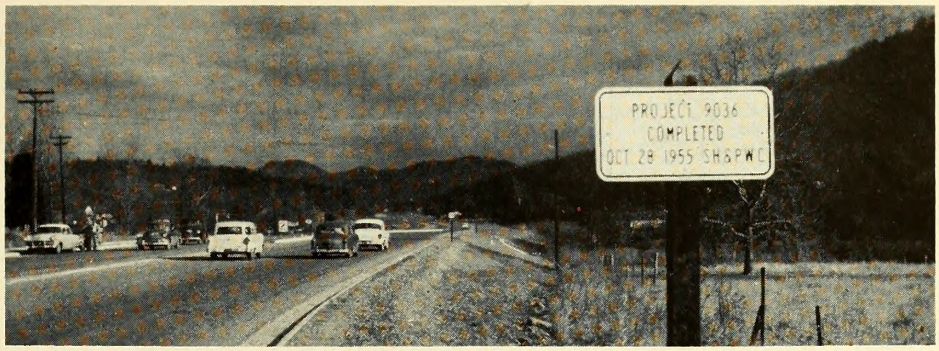
L. T. Mercer of Jacksonville was resident engineer on the bridge which has a 24-foot clear roadway with three-foot wide sidewalks. The electrically-controlled swing span, over the navigable part of the Inland Waterway, is 250 feet long.



Three big 20-cubic yard Euclid scrapers like the one above are being used on grading the Southern Pines Bypass on US 1. The grading contractor is Dickerson, Inc. Fred Beck is Resident Engineer. George Moser is Superintendent.



The major relocation of US 1 in the sandhills, part of a long-range plan to renovate the busy north-south highway through the State, is underway in the Eighth Division where Forrest Lockey and T. G. Poindexter are in charge.



Of great benefit to the western part of the State is the newly-completed dual-laned section of US 70 between Old Fort and Ridgecrest. The fine highway facility is 2.21 miles long and consists of two 24-foot wide pavements separated by a median strip. It ties in with the big four-laned mountain highway which was completed over a year ago from Old Fort to Ridgecrest. Built by contract, the new four-laned highway was designed for safe and easy mountain driving. George R. Prescott of Asheville was Resident Engineer on the grading, paving and structures.

Highway Construction Review

By JAMES S. BURCH
Engineer of Statistics and Planning

During 1955, the State Highway Commission set a new record in primary Highway modernization in North Carolina, in its efforts to keep pace with the demands of ever-mounting traffic volumes and highway obsolescence.

Construction Projects let to contract during the year on the Primary and Secondary Systems amounted to more than $50 million, including right-of-way and Engineering costs. More than 1,600 miles of Primary Contract Construction has been active during the year, equivalent to a single road from Raleigh to Western Oklahoma. Major progress has been made on Interstate system construction and other modernization of primary State Highways. Over 115 miles of 4-lane highways have been completed in recent years, and another 100 miles are in the construction stage.

During 1955 contracts valued at over $28 million, exclusive of property costs, were brought to completion, involving 104 miles of construction or major reconstruction. A partial list of some of the more important of these projects is shown below. Each of them involved a cost of over a quarter of a million dollars, and substantially all of them involved some Federal Aid.

Beginning at the Atlantic coast, a 13 mile narrow section of US 158 in Currituck County, a major route for summer vacationists, was widened and modernized, this being a section of the route between Elizabeth City and Nags Head.

US 258 between Fountain and Cobbs Crossroads in Pitt and Edgecombe Counties was widened, straightened, remodeled and resurfaced; with new bridges having been added on a 7½ mile length.

In Halifax County, a long obsolete section of US 158 between Roanoke Rapids and Littleton was widened and repaved, this serving also as a by-pass for Roanoke Rapids.

In Kinston, the major widening of South Queen Street with new bridges over the Neuse River, has substantially removed one of the worst traffic "bottlenecks" in the Eastern part of the State. This is now an excellent boulevard type street.

A new by-pass around Snow Hill was completed, and this has facilitated travel both in and near this County Seat town of Greene County.

One of the most important improvements in Eastern North Carolina was the nine mile by-pass built for US 301 around Rocky Mount, N. C. Already this project is serving some 4,000 vehicles daily, and has materially relieved traffic congestion in Rocky Mount.

The grading for a new 4-lane section of US 301 was completed in Wilson County just North of Wilson. This is one of many sections of Interstate Route 301 which are being modernized. Paving is to follow under a current contract.

US 301 both North and South of Fayetteville in Cumberland County was completed in the form of a 4-lane expressway with control of access for construction lengths totalling over 8 miles, including major bridges over the Cape Fear River. This Cumberland County section of US 301 ranks with the finest highways in the Nation.

Further South on US 301, a new 5½ mile section by-passing Lumberton has been graded, new bridges and traffic structures have been completed in anticipation of early paving of this section.

Many other segments of US 301 are under construction, as noted in later sections of this listing.

Down in Columbus County, US 701 was completely modernized both North and South of Whiteville, involving many new bridges.

The double-tracking of US 70 between Raleigh and Durham to a 4-lane expressway was completed early in 1955 and represents a traffic improvement of first magnitude in this area.

Downtown Boulevard in Raleigh, one of the State's finest and most modern urban expressways was opened in the fall, is carrying over 11,000 vehicles per day, and is relieving many nearby streets of their traffic burdens.

In Person County, US 501 from near Longhurst to the Virginia State line was modernized and repaved for a length of over 9 miles.

In Greensboro, the extension of Lee Street, an important urban expressway, was completed as a 4-lane boulevard to connect with the new US 29 East of the City's center.

US 220 from Madison, North Carolina, toward Greensboro for a length of 6 miles was completed as a modern highway section.

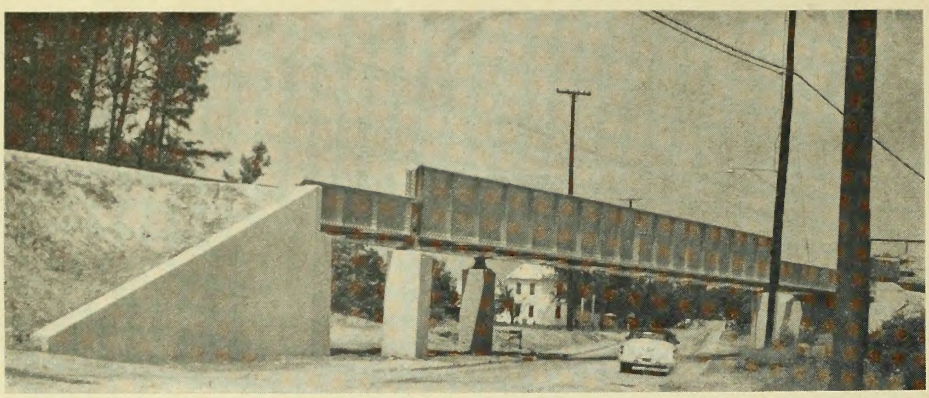
In the "sand-hill" country a new 10 mile length was graded, with new structures, to carry US 15-501 between Carthage and the Pinehurst area.

US 1 from Aberdeen south for about six miles to Lumber River was modernized and repaved, being completed during the year to a 4-lane expressway design.

Down in Anson County, a seven mile section of US 52 between Wadesboro and Morven was graded and paved on a remodeled location.

Also in Anson, a major paving project on US 74 has just been completed, offering important traffic relief on this route.

(Continued on page 4)



The Atlantic Coastline Railroad underpass on US 64 at Williamston was lengthened and widened last summer. Of plate girder design, the renovated underpass corrects a narrow and dangerous condition on this east-west highway.

Highway Progress

(Continued from page 3)

A new 10 mile section of US 21 between Charlotte and Mooresville was graded and paved.

An old and obsolete section of US 70 from Salisbury 9 miles long toward Statesville was completely straightened, modernized, repaved, and opened to traffic.

In the heart of Charlotte, Independence Boulevard, built by the State several years ago, was extended from Morehead Street directly West across the City to connect with Wilkinson Boulevard. This is one of the most spectacular projects in the State, handles enormous traffic volumes, and provides a through-Charlotte route for US 74 traffic including, perhaps the heaviest traffic intersection in the State. This section now involves negligible delay.

On US 158 from Reidsville to Stokesdale, an entire 20 mile section, was resurfaced and widened to better handle its traffic burden.

A major section of US 421, 4½ miles long between Winston-Salem and Kernersville was relocated, regraded, paved and opened for traffic service.

Up in Surry County a 7 mile length of US 52 between Mount Airy and Pilot Mountain, N. C., was completely rebuilt on new location and modern alignment, was paved and opened during 1955.

A twelve mile section of US 321 between Lenoir and Hickory was rebuilt, paved and completed during the year, as well as a by-pass around Lenoir on this route.

East-West travellers passing through Morganton will hail the recent completion of a new by-pass on US 70, saving much travel time and downtown traffic congestion in Morganton.

A new section of Interstate US 29 has been graded from the South Carolina State Line 7 miles long to near Kings Mountain, N. C., during the year, providing for later paving as a 4-lane divided design. A part of this improvement has already been opened to traffic.

Western Improvements

The well-known 4-lane mountain expressway from Old Fort to Ridgecrest was extended to Black Mountain, N. C., involving new location, major grading, new structures and a 4-lane divided design.

Out in Haywood County, a new highway was cut through the mountain wilderness from the Tennessee State Line for 7 miles of heavy grading between Waterville and Cold Spring. When paved, this will represent a new, low level, direct and easily travelled entrance to Western North Carolina in the Pigeon River area.

US 23 between Franklin and Dillsboro was rebuilt on new location for 9 miles through heavy mountainous terrain.

Current Construction

In addition, there were underway, at the end of 1955, a great number of contract projects involving an aggregate contract value of over $36 million. Some of these current major projects, each involving over a quarter of a million dollars, are listed as follows:

The bridging of wide Croatan Sound in Dare County is in full swing. This long bridge between Manteo and Manns Harbor will replace the ferry service between these points and will be of great benefit to this section of the State, as well as to thousands of summer vacationers and sport fishermen.

Down in Hyde County, old and narrow US 264 between Leechville and Swanquarter is being rebuilt and widened for a length of almost 20 miles.

In Pamlico County, from Bayboro to Vandemere, routes NC 304 and NC 307 are being regraded, widened and resurfaced for a length of 6½ miles.

In Martin County, NC 125 is being rebuilt and widened for a length of 1 miles between Hamilton and Williamston.

In the Elizabeth City area, a new by pass southwest of the City is under construction, including modernization o NC 170 to Weeksville, N. C., and th Navy Blimp base.

At Greenville, a by-pass is under construction for NC 11 on the West side offering some potential relief for thi traffic burdened city.

From New Bern to Havelock US 7 is being rebuilt on a 4-lane divided expressway design to serve traffic to an from Cherry Point, Morehead City, an Beaufort. Several alignment improvements are involved.

A by-pass for US 70 is being built a Kinston to relieve major traffic congestion on that section of this major east west route.

Goldsboro Bypass

Also at Goldsboro, a major by-pas project underway will carry US 70 completely around that City, offering no stop service and major traffic relie Major structures at the US 117 inte change and ACL Railroad are also in volved.

In Wilmington several major Highway Streets are being widened by th State Highway Commission; i.e., Nort 3d, North 2nd, and Cowan Streets.

Below Wilmington, a new section NC 130 is being built from Southpo to Orton Plantation, in connection wit the new Sunny Point Ammunitio Terminal.

A new bridge is being built ov Banks Channel at Wrightsville Bea with pumped-in sand fill approaches.

US 17 from Jacksonville to Folkstone being regraded, remodeled and widene for a length of over 13 miles, includin a new re-tread surface throughout.

Also from Jacksonville to the Ma Gate at Camp LeJeune, route NC 24 being rebuilt as a wide divided expres way to handle the heavy daily com muting Marine traffic load betwee these points.

A 14-mile section of US 701 is being built in Columbus County between Tabor City and Whiteville.

Several sections of Interstate US 301 are under construction on new location as limited access expressway designs. These sections are almost continuous from North of Wilson to South of Dunn. Another section of this same route involves a major by-pass at Lumberton. These projects combined represent a large portion of the State's 1955 construction expenditures.

NC 87 in Harnett and Cumberland Counties is being rebuilt between Manchester and Spout Springs, involving new paving throughout.

Route NC 71 is being widened and remodeled between Red Springs and Parkton.

A five mile by-pass on US 15-A to the West of Laurinburg has been completed except for the bituminous pavement wearing surface. This paving will be started as soon as weather permits.

Renovation of US 1

A long section of US 1 is being built on new location to by-pass Henderson, North Carolina, eliminating much travel delay on this major route in that City.

On the same route, a new by-pass is being built completely around Sanford on its West side to relieve US 1 traffic congestion.

A new internal 4-lane divided expressway by-pass is being built on US 1 through Southern Pines, N. C., for a length of five miles. This will offer major relief to through and local traffic in this quiet resort town.

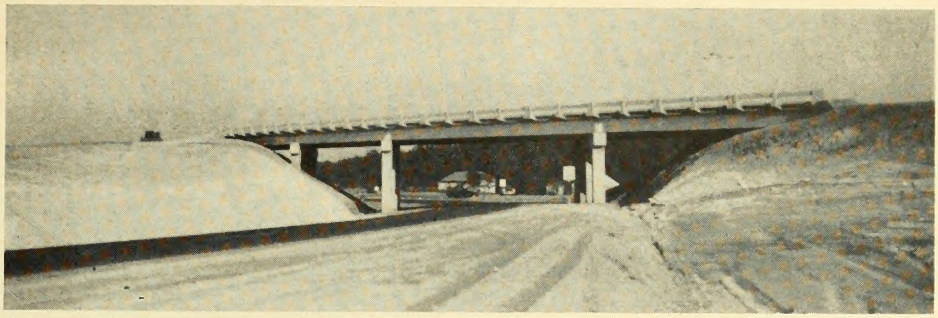
New US 15-501 is being paved between Carthage and Pinehurst on the new location recently graded.

Old route NC 27 between Troy and Carthage is being rebuilt and widened for a length of over 12 miles.

Within a few days after January 1, 1956, it is expected that traffic will be turned onto the new North Durham by-pass expressway section, connecting US 70 at Durham with the Raleigh boulevard. This will relieve considerable traffic congestion and delay in this area Northeast of Durham.

To the North from this by-pass a new section of US 15 is being built to the Neuse River. Grading work is underway and structures are being built.

The newly opened Downtown Boulevard in Raleigh is being extended North to connect with and carry US 1. The grading of this big project, involving wide 4-lane paving and many expensive structures has been let to contract.



US 74 goes under the new bridge on the US 29 bypass of Kings Mountain. W. A. McNeill was resident engineer on the relocation of US 29. The grading was done by Gilbert Engineering Company; the structures were built by Crowder Construction Company. Blythe Brothers completed the paving. The bypass is another step forward in the renovation of the primary highway system. The new highway was opened to traffic, November 1.

In Greensboro, a new expressway section for US 29 is being built around the Southern and Eastern parts of the City. Work underway involves grading, structures and paving. This design is for a 4-lane divided expressway.

A new location route for US 421 is being graded from Kernersville to near Greensboro to join the new US 70-29 expressway Southwest of Greensboro, and eliminating all traffic delays on this Interstate section.

A by-pass is being graded around the West side of Reidsville to handle through traffic on US 158 and US 29 involving also an extension south to US 29. This 5.3 mile improvement will offer great relief to traffic congestion in Reidsville.

Winston-Salem Expressway

Perhaps the most expensive and ambitious project ever attempted by the Commission is the current expressway through the very heart of Winston-Salem. This big job is well advanced and will represent a very significant traffic improvement. Its eventual cost will exceed $10 million.

On US 70 in Iredell County a heavy grading project is underway from the Catawba River, 8.3 miles east to join with the recently completed Statesville by-pass. This Interstate expressway design, with limited access, will eliminate a very crooked old section of US 70 which has been serving for over 27 years.

A contract has been let for building a by-pass for US 321 within the Western section of Hickory, and connecting with US 70 on the South. The length is almost 3 miles and the property complications represent a difficult problem.

A major by-pass expressway at Salisbury on US 29, involving a 4-lane controlled access design 6½ miles long is under construction on this Interstate route. At present, Salisbury is one of the worst traffic delay points on the Interstate system in North Carolina. An adjoining project now underway extends South for 8 miles to near China Grove, North Carolina; the design being the same as on the by-pass at Salisbury.

US 21 Modernized

US 21 North of Charlotte is to be paved on new location for a length of about 10 miles, the Contract already having been let.

NC 16 South of Charlotte is being widened, remodeled and repaved for 3 miles along Providence Road.

A new bridge on NC 16 is being built to replace the obsolete and inadequate structure over the Catawba River near Mount Holly, North Carolina.

From Lincolnton south for about 4 miles, NC 150 is being rebuilt on new location involving grading and several new bridges.

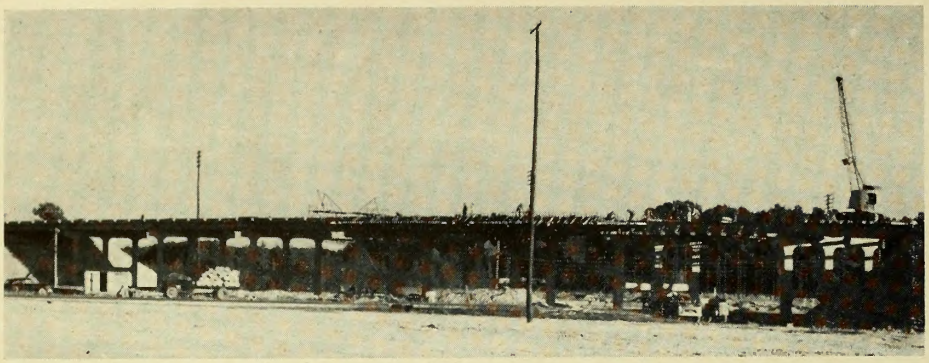
Up in Ashe County, NC 16 is being rebuilt for 5 miles between Crumpler and Jefferson, involving heavy mountain grading.

Six miles of US 421 from near North Wilkesboro toward Yadkin County are being rebuilt on modern alignment. Another section of the same route, 5 miles long near Lewis Fork Church is being built.

West of North Wilkesboro, major changes are being made in the location of US 421 for a length of over 11 miles. Heavy grading and several major structures are involved in the elimination of many sharp curves and steep grades.

Heavily travelled US 70 between Valdese and Morganton will get traffic

(Continued on page 6)



They're making good progress on the new nine-mile long Henderson bypass. Above 435-foot long bridge is being built over the mainline of the Seaboard Railroad and present US 1, about three miles south of Henderson, near Bear Pond. More than 50 per cent of the work has been finished on the grading for a two-laned pavement and building seven major structures in addition to the one above. Bridges are being built to carry the bypass over Epsom Road, under NC 39, under Chicken Farm Road, under Warrenton Road, over the Seaboard Railroad, and over present US 1, north of Henderson. The big highway relocation includes the installation of nine box culverts also. The grading and paving should be completed by July, 1956. H. E. Shaw is the Resident Engineer.

Highway Progress

(Continued from page 5)

relief due to the construction, now underway, of a new expressway to the South on new location, avoiding all towns and delay points.

In Rutherford County, US 221 is being rebuilt toward Marion, North Carolina, for a length of 6 miles. Heavy grading and structure costs are involved.

Also in Rutherford and in McDowell Counties, NC 26 is being rebuilt and paved from Dysortville southeast for a length of over 8 miles.

A new section of Interstate route US 29 is being built for a length of 10 miles in Gaston-Cleveland Counties, this section running from near Grover, North Carolina, into Gaston County. Interstate expressway standards, including access control, are being followed.

Up in Henderson County, US 64 is being built on new location to modern standards from Horse Shoe, N. C., to Transylvania County line.

In Transylvania, NC 276 is being rebuilt from NC 280 to near Blantnyre for a length of 6½ miles.

In Jackson County, NC 281 is being completely rebuilt to modern standards for a length of 4 miles southeast from Tuckaseigee River.

Major route US 19 is being widened and rebuilt for 2.7 miles between Bryson City and Lauada.

The above listings omit all minor projects. Also omitted are betterment work and the vast maintenance operations of the Commission, which involved about $60 million during the last fiscal year.

Ode to A Surveyor

Pity, oh pity the man that's inside,
Who has to interpret your notes,
Who has to design, and map, and plot,
And mostly he needs the stuff you forgot,
And the corners you didn't get tied.

Pity, oh pity the man that's inside,
For mind-reading isn't much fun
When the mind you must read is far, far away,
And the time when it thunk is past many a day,
And the notes hold no hint for a guide.

Is the book nice and white, and the dope in your head?
So the dope has the dope and his thoughts can't be read.
Or didn't you know what stuff you should get?
Was the weather too dry, or was it too wet?
Or, maybe it's hot, or maybe it's cold,
Or your help is too young or maybe too old.

But don't forget the draftsman must guess
And a guess, I guess, can be a mess.
The tea leaves are failing, and the Crystal ball's cracked
With trying to find the things the notes lacked.
Oh pity, oh pity the man that's inside,
Who is just fit to be tied.

Author: A Nonimous Draffsmunn

The Art of Getting Along

Sooner or later, a man, if he is wise, discovers that business life is a mixture of good days and bad, victory and defeat, give and take.

He learns that it doesn't pay to be a sensitive soul—that he should let some things go over his head like water off a duck's back.

He learns that he who loses his temper usually loses.

He learns that all men have burnt toast for breakfast now and then and that he shouldn't take the other fellow's grouch too seriously.

He learns that carrying a chip on his shoulder is the easiest way to get into a fight.

He learns that the quickest way to become unpopular is to carry tales and gossip about others.

He learns that it doesn't matter so much who gets the credit so long as the business shows a profit.

He learns that buck-passing always turns out to be a boomerang and that it never pays.

He comes to realize that the business could run along perfectly well without him.

He learns that it doesn't do any harm to smile and say "Good morning" even if it is raining.

He learns that most of the other fellows are as ambitious as he is, that they have brains that are as good or better and that hard work and not cleverness is the secret of success.

He learns to sympathize with the youngster coming into the business, because he remembers how bewildered he was when he first started out.

He learns not to worry when he makes a mistake, because experience has shown that if he always gives the best his average will break pretty well.

He learns that no man ever gets to first base alone and that it is only through cooperative effort that we move on to better things.

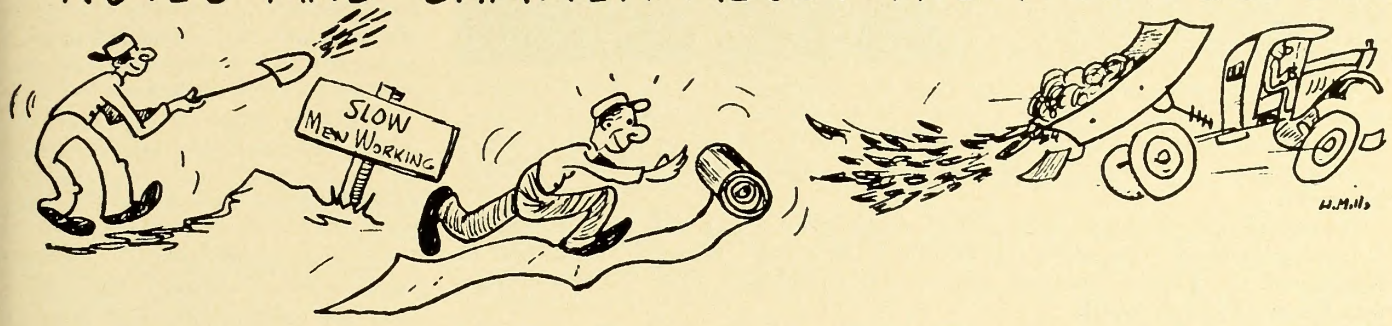
He learns that bosses are not monsters trying to get the last ounce of work out of him for the least amount of pay, but that they are usually fine men who have succeeded through hard work and who want to do the right thing.

He learns that the folks are not any harder to get along with in one place than another and that "getting along" depends about 98 per cent on his own behavior.

Anonymous.

TAR WHEELS

NOTES AND CHATTER ABOUT HIGHWAY PEOPLE



HEADQUARTERS

FROM STATISTICS . . . *W. Carl Wilson* is the proud grandfather of a new baby boy . . . *Leroy Jay* is looking for three good homes now that his bulldog just had three pups . . . *William H. Taylor* spent his Christmas in Murphy . . . *L. Polk Denmark* was inducted into the Order of the Arrow, the Scout Honor Fraternity; he has over 43 years of continuous scout service . . . *Joe Cochrane* is a new temporary employee . . . *A. E. Bevacqua* took his family to New York for Christmas with *Bevacqua's* father . . . *Walter Wiley* spent his Christmas in Greensboro . . . *Emogene Nobles* joined her parents in Winterville for the holidays . . . *Flora McDonald* recently spent a long week-end with her nephew, T. F. Southgate, and his family in Winston-Salem; she went by air to and from Winston-Salem . . . *Mrs. Maxine D. Rupy* was employed to replace *Jane Cameron* who resigned; *Maxine* is a research assistant . . . *Belle and Bob Tilley* spent a few days in Statesville over the holidays . . . *Forrest F. Smith* of East Marion has recently been employed as a traffic recorder.

FROM THE SOILS LAB . . . *Jack Hicks* attended a committee meeting of the Highway Research Board, October 21, in Charleston, West Virginia . . . Afterwards, he and Mrs. Hicks visited friends in State College, Pennsylvania for a few days . . . *Erwin G. Page* and *Sam Thomas, Jr.*, were both hospitalized briefly in the Veterans Hospital in Chapel Hill . . . *Isaiah D. Bartlett* recently moved his family from Madison to a new home in Longview Gardens, Raleigh.

THE BRIDGE Department welcomes Marilyn Turner who has been employed as a typist-clerk to replace *Eleanor Taylor* . . . *Eleanor* resigned to devote full-time to homemaking . . . *Luther Williams* of the Survey Division and his wife are the proud parents of their first child, Luther Thomas, Jr., born November 3 . . . *E. I. Bobbitt* has returned to work after spending several days in the hospital with an emergency appendectomy . . . *Mr. and Mrs. T. B. Gunter, Jr.*, attended the AASHO meeting in New Orleans, December 5-9 . . . Employees of the Raleigh bridge department enjoyed their annual Christmas dinner party, December 16.

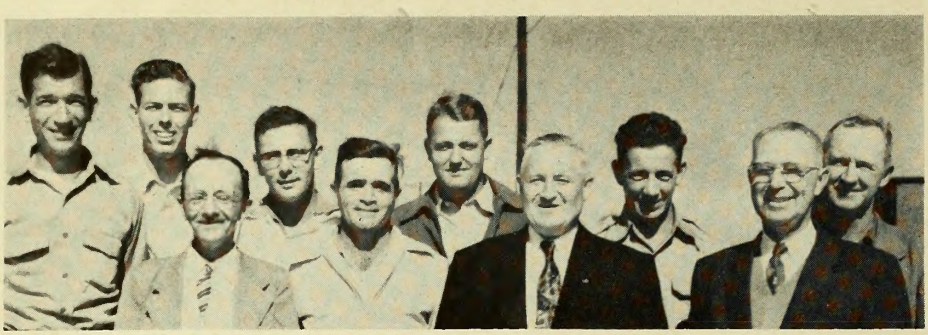
FROM the Prison Department . . . *Mrs. Josephine Upchurch* has transferred to the Governor's office . . . *Hazel Jones* of Clayton has replaced her in the prison department . . . *Blaine Madison* has resigned as Prisoner Rehabilitation Director to accept a position as head of the Department of Correction and Training . . . *Dr. Millard P. Burt* replaced *Madison* . . . *Dr. Burt* was formerly associated with the Atlantic Christian College in Wilson . . . *Mrs. Dorothy Starling* and *Mrs. Ozelle Hare* have both resigned recently . . . The Prison Department held its annual Christmas party, December 9, at the Raleigh County Club . . . A buffet dinner was served, *Mary Bass'* sister, Marguerite Bishop, sang several holiday songs, and the group danced to the music of the Central Prison band . . . *"Cocky"*



Laboratory employees were the first of seven highway groups in Raleigh to exceed their United Fund quota. Materials Engineer C. E. Prondley was on hand when Chapter Chairman J. S. Burch presented an award to Unit Leader E. H. Curtis. Burch's group met its quota of contributions.



Rudy Faircloth, crack photographer for the Associated Press, snapped Highway Chairman Graham and Governor Luther Hodges in a humorous moment at the December Commission meeting. The Governor told the Commissioners that the Highway Commission was doing one of the "biggest jobs in history." He felt that North Carolina was in front of other states in building more and better roads. After thanking the group for their service and good work on the Commission, he entertained them at lunch at the Governor's Mansion.



K. G. Andriessen's party who supervised the construction of the new Downtown Boulevard in Raleigh lined up for a picture. From left, first row, see Frank Holding, Highway Engineer I of Cary; T. O. Joyner, Chief Inspector of Raleigh; Johnny Parker, Inspector of Raleigh; Andriessen; J. W. Jenkins, Assistant Fifth Division Engineer.

The second row, from left, includes J. R. Hicks, Engineering Aide I of Knightdale; J. R. Narron, Engineering Aide I of Middlesex; Bob Ellis, Highway Engineer II of Raleigh; J. G. "Kilroy" Harrison, Inspector II of Raleigh; J. B. Chamblee, Highway Engineer I of Wendell.

Bennett called several strenuous square dances.

FROM ROADWAY . . . *T. N. Park* spent Thanksgiving in Port Haywood with his brother, P. H. Park, a retired Naval Commander; they attended the Army-Navy football game in Philadelphia . . . This was the first time that *Tom Park* had missed a N. C. State College home game . . . Later he visited his wife's relatives in Wilmington. Delaware . . . *John Morson* and *Dan Allen* went hunting recently . . . After three years of hunting, *Morson* killed one partridge . . . *Dan* couldn't claim the bird as his gun wasn't loaded . . . *William R. Turner, Jr.*, and *Bernard C. Cannon, Jr.*, have both been promoted from draftsmen to highway engineers . . . December 19, all members of the Roadway Department enjoyed their Christmas party of chicken barbecue with all the trimmings at the Milburnie Fishing Club.

EMPLOYEES in Federal Contact Engineer *R. R. Trevathan's* department plus their families had their Christmas dinner at Balentine's Restaurant, December 23 . . . After dinner, they exchanged gifts.

TRAFFIC Engineer *Emily Brown* celebrated her birthday, November 19, with her parents, sister and aunt in Gaffney, S. C. . . . *Robert Dodge's* family gave him a surprise birthday party, December 5 . . . He's recently moved his family into a new home in Wynnewood Park.

G. W. and *Lena Morgan* were visited recently by their daughter, Barbara Satterfield, who used to work in Accounting.

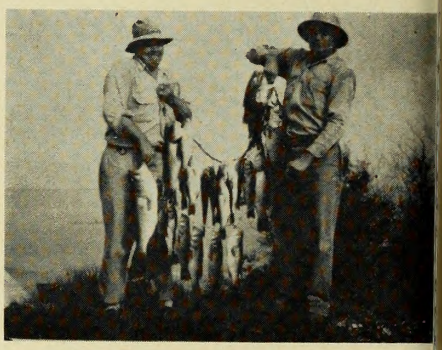
EQUIPMENT news . . . Welcome back to *Bob Setzer* who had been out sick for two weeks . . . *Mary Jane Harris* vacationed at home for a week . . . *Myrtle Wall* has moved into her new ranch-type home in Rolesville . . . The Equipment folks had their Christmas party Thursday afternoon, December 22 . . . Everyone exchanged gifts.

MRS. SALLIE YOUNG, secretary to Highway Purchasing Director *Jim Potter* took a week off in December.

TRULAH PAGE of Right of Way says they only wash dishes twice a week at her apartment since she recently won an electric dishwasher . . . *Brantley Murray* and *Charles P. Shaw* have recently been employed as Right of Way Engineers . . . *Mrs. Ruby B. Holt* is working temporarily as a clerk in the department.

THE H. K. *Witherspoons* spent Christmas in Virginia Beach with their daughter, Becky Bunn House, her family and new son, Scott, who was born in November.

FROM PERSONNEL . . . *Dot Medlin* celebrated her birthday, December 11 with her parents, Mr. and Mrs. J. C. Baines of Spring Hope; it was their 32nd wedding anniversary too . . . Dot's husband, Roy, recently went hunting at Lake Mattamuskeet; he killed two wild geese one weighed eight lbs., the other, ten

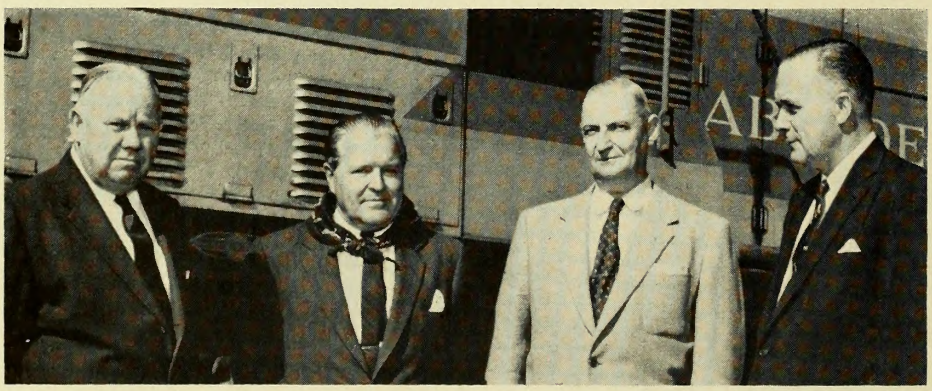


Last September George Moore of Raleigh Equipment Depot and M Heading of Siler City really pulled some big fish at Currituck Sound. The catch of big month bass ranged in siz from 2½ lbs. to 7¾ lbs.

INA FERRELL, Secretary to the Commission, has recovered from influenza . She spent several days in Mary Elizabeth Hospital.

FROM BITUMINOUS . . . Sympathy extended *W. A. Ellis* in the death of h father, Charlie Ellis, December 1 . . . the senior Ellis had lived till Decemb 26, he would have been 100 years old . *John Walton* has raised more turni than he knows what to do with . they're going begging, so drive out *Walton's* home on the Falls of the Neu Road and help him out.

THE LATE *Dunlop White's* so William Dunlop, Jr., of Lexington w recently elected to Phi Beta Kappa, t honor scholastic fraternity, at Duke . A second honor came to White's son wh



The State was flattered when the busy president of the big Standard Oil Company of New Jersey, Stanley Hope, attended the dedication of the new asphalt oil terminal at Fayetteville last fall. Commissioner Forrest Lockey, Vice-president of the Aberdeen and Rockfish Railroad, gave some of the dedication officials a ride on a diesel from Aberdeen to Fayetteville. From left, see Lockey, Hope, Highway Chairman Graham, and Herbert Dowd, manager for Standard Oil in the State.

he was elected to the Student Investments Board of Duke . . . The Smith Reynolds Foundation gave $10,000 to Duke for the purpose of giving students practical experience in investing money in securities . . . Only six Duke students selected each school year on the basis of outstanding scholastic records in the business administration department . . . The $10,000 fund has grown to a current market value of $13,000 . . . *Dunlop White* was a well-known and long-time employee with the Highway Commission . . . He worked on many phases of highway work from construction to statistics . . . He died from a heart attack February 1, 1954.

DICK TURNER of Roadway recently went to Washington, D. C., to receive the 33rd degree of the Masons . . . He's a Scottish Rite member of the John C. Drury chapter of Rose Croix.

J. S. BURCH was mighty pleased over the November arrival of the first grandson, Scott Covington Marsh.

ACCOUNTING NEWS . . *Jo Ann Vaughn* returned to work in December as a temporary employee . . . *Ruth Boone* spent a week-end recently with friends in Charleston, S. C. . . . *Sherrill Montgomery* has moved into her new home in Chestnut Hills . . . The Tabulating Department surprised *Alderman Merritt* with a new hat on his birthday, December 9 . . . *Mary Wilkinson* was married to Roy Hester Crowder, November 13, at her aunt's home in Raleigh; they honeymooned at Fontana Village and are now at home in Raleigh at 900 Chamberlain Street . . . *Maxine Rogers* and *Sherrill* gave *Mary* a surprise kitchen shower, November 29; all the crew in Accounting plus the bridal couple's mothers were on hand.

FROM THE Division of Materials . . . *Barbara Dean*, typist-clerk for almost four years in the department, resigned December 16 . . . She was married December 24, to Lt. Ben Kapp . . . After a wedding trip to New Jersey and New York, the couple are living in Columbus, Georgia . . . Mr. and Mrs. *Duke Morgan* left December 23, to spend their Christmas holidays in New York . . . *R. A. Sharpe* and *L. D. Pegram* are new employees of the Research Laboratory . . . *C. L. Duke* is a new employee in the Concrete Laboratory . . . Mr. and Mrs. *E. H. Curtis* announce the birth of a daughter, Virginia Ann, November 9.

BITUMINOUS Engineer *W. P. (Bill) Ware* left highway service in January to go with the Rea Construction Company of Charlotte on asphalt work . . . He was a Highway Engineer IV and had been with the Commission for 20 years . . . He plans to move his wife and four children to Charlotte where Rea has its offices . . . His engineering knowledge and experience will be greatly missed by the Bituminous Department.

THE TRAFFIC Engineering Department for the first time in several years decorated a small Christmas tree and had an informal party the last afternoon of work . . . They had light refreshments and swapped crazy presents.



When the Institute of Traffic Engineers recently met in Pittsburgh, Traffic Engineer Robert Burch and his wife donned safety helmets for an inspection trip through the Homestead Plant of the U. S. Steel Mills. They observed the big smelting furnaces and watched the rolling of various types of steel. Their touring group included from left, Nat Cherniack, the Port of New York Authority; Charles M. Upham, Deputy Director of Traffic, Baltimore, Maryland (he served as North Carolina's Chief Highway Engineer in the twenties); Burch; Mrs. Burch; Henry W. Osborne, White House Aide on leave of absence as Traffic Engineer of Buffalo, New York; Mrs. Hurd; Fred W. Hurd, Director, Yale Bureau of Highway Traffic, New Haven, Connectient; and Dwight T. Myers, Deputy Commissioner of Traffic, New York City.

DECEMBER was an important month for Chief Engineer *Bill Rogers* . . . His fourth grandson and namesake, William H. Rogers, IV, was born December 17 . . . Three days later, Big *Bill Rogers* celebrated his birthday when *Dan Allen*, Chief Designer for the Roadway Department, had his annual Christmas luncheon in the highway cafeteria.

DIVISION TWO

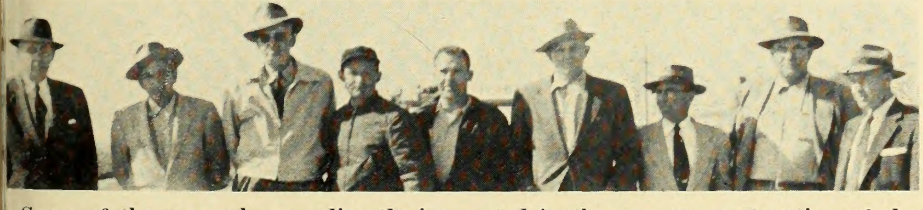
JASPER L. PHILLIPS
Division Correspondent

A. J. TAYLOR of Washington, N. C. has recently been transferred from Maintenance as Bridge Tender to Construction as a Highway Inspector . . . He has been with the Commission since 1925 . . . His work has included almost six years as a Highway Inspector, about one year as a Resident Engineer, over four years as a Road Maintenance Supervisor, and about 12 years as a Bridge Tender . . . *J. E. Woods* of Greenville was in turn transferred to Washington, N. C. to replace *Taylor; Woods* has been with Maintenance as a Gang Foreman since August, 1950.

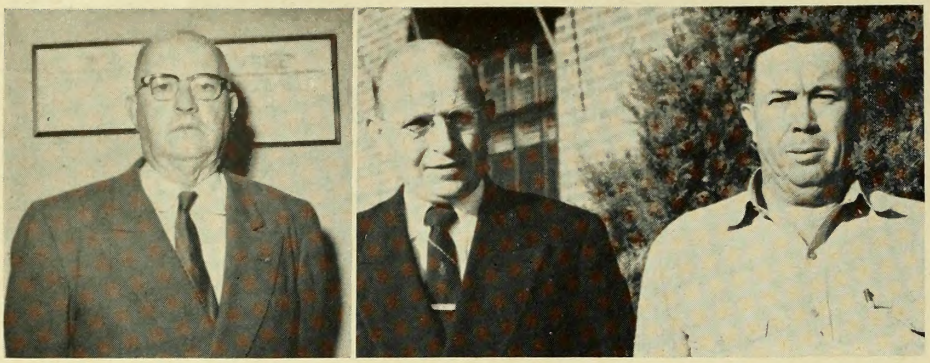
A. C. BRILEY of Greenville, who has been on sick leave since November 1, is improving . . . He hopes to report back to work soon.

THE MARVIN WARRENS proudly announce the birth of a daughter, Terry Lee, October 28.

CHARLES HEBER WALLACE of Pantego was killed in an automobile-truck accident the night of November 10 . . .



Some of the men who are directly interested in the proper construction of the New Croatan Sound Bridge are shown above. From left, that's T. B. Gunter, State Bridge Engineer; J. J. Gilbert, Assistant Division Engineer; Clyde Smith of the Raleigh Laboratory; S. D. Overton, Inspector; Ed Hill of the Raleigh Laboratory; W. N. Sprnill, Division Engineer; T. J. McKim, Roadway Construction Engineer; Raymond Thomas, Maintenance Supervisor; and R. E. Noblin, Bridge Construction Engineer.



Three of the wheelhorses in the Second Division include from left, R. Markham, the Division Engineer; J. G. Gibbs, the Senior Right of Way Engineer; and Charlie Bass, Resident Engineer. Gibbs wears a business suit which is appropriate for his dealings with property-owners while Bass is dressed in khaki shirt and pants—standard garb for highway construction.

He had been employed on a permanent basis with the Commission since November 1, 1952, as a truck driver and mower operator . . . Sympathy goes to his widow and five children.

CHARLIE D. ROUSE, 56, died September 20 . . . He was a prison guard at the Carteret County Camp for the past three years . . . He was buried in Greene County.

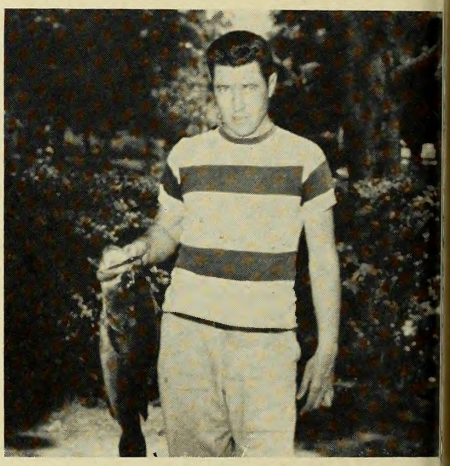
BEN F. HOWARD, 58, of Washington, N. C., Superintendent of Beaufort County Prison Camp, died November 9, following a heart attack . . . He had been an employee of the Prison Department for the past 25 years . . . *Howard* was a member of the First Baptist Church, treasurer of the West End Baptist Mission, a member of Orr Lodge No. 104, AF&AM, a Shriner, and a member of the Sudan Temple . . . Survivors in addition to his widow are one son, Benjamin, Jr., and one daughter, Frances Elizabeth, both of the home . . . He was buried in Oakdale Cemetery

H. F. DUNN, Assistant Superintendent of the Lenoir County Camp replaced Howard at the Beaufort Camp . . . *William H. Carlyle*, Sergeant of the Guard at the Lenoir Camp, moved up to Dunn's former position as Assistant Superintendent at the Lenoir Camp.

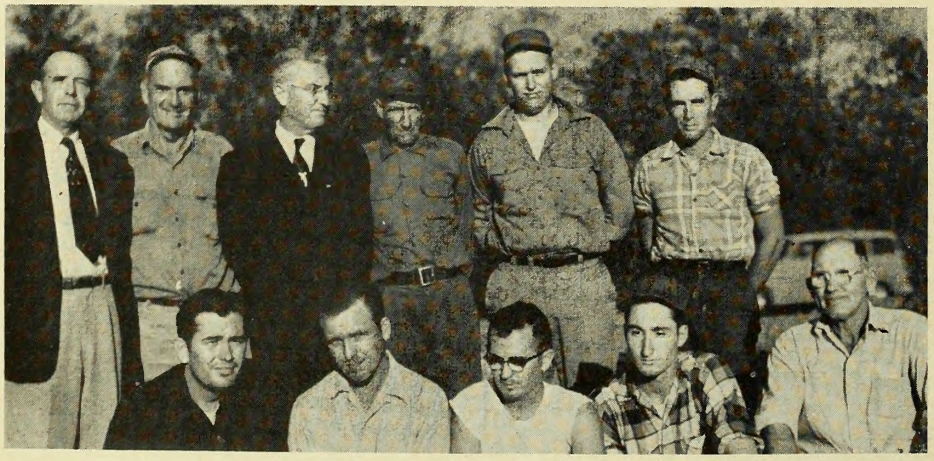
JESSE HOWARD AUSTIN, 75, died at his home at Camel's Creek, November 23, following a heart attack . . . He was Superintendent of the Beaufort County Camp for several years . . . He was transferred to the Greene County Camp in July, 1938 at Maury and remained there until his retirement in 1952 . . . *Austin* was a member of the Camel's Creek Methodist Church and the Woodmen of the World . . . Survivors include his widow, Mrs. Rosa F. Austin, three daughters, and one son.

MRS. MILDRED DAIL, stenographer-clerk for the last five years in the district office at Kinston, resigned in December . . . She is moving to Florida with her husband . . . Her many highways friends wish her much success and happiness in her new location . . . *Mildred* expressed her thanks to everyone who made it possible for her to attend the NCSHEA convention in Winston-Salem last fall . . . Just because she is moving out of the State, she doesn't want to lose contact with her friends and hopes to hear from them . . . She was replaced by *Georgia Eagle Seymour* in the Kinston office.

CONDOLENCES go to *Mr. Franks* in the death of his father November 7.



C. E. Lassiter of the Raleigh Blu Print room is quite a fisherman. Chec that large mouth bass he caught las summer.



Some of the construction party of J. B. Jennette, Resident Engineer, on the dual-laning of US 70 from James City to Cherry Point are from left, kneeling, Tom Harrington, Highway Engineer I, nine years with Highway Commission; Oscar Whitehurst, Engineering Aide I, four years; Odell Lewis, Engineering Aide I, five years; Ellis Danghety, temporary rodman; and Edward Smith, Inspector, 24 years.

Standing from left, see Jennettee, 22 years; S. O. Craven, Inspector III, six years; J. L. Phillips, Assistant Division Engineer of Second Division, over 30 years; J. D. Ragan, Inspector II, 19 years; James Hancock, rodman; and James Turnage, Engineering Aide I, one year.

Julian Broughton, Bill Purcival, W. R. Jones, Fred Poole, and Bill Melville, members of Jennette's party, were not present for picture.

THE LENOIR and Jones Count Chapter of the NCSHEA held a supp meeting November 4, in Kinston . . . was Ladies Night and more than 150 em ployees, wives and guests were on han to enjoy the barbecue supper and dancin . . . Past State President *J. L. McDonal J. G. Gibbs*, and *Charlie Bass* spoke brie ly to the group . . . The special guest included *Anne Askew, Mr. and Mr Briley*, and *Mr. and Mrs. Ed Credle*, a of Greenville . . . A five-piece orchestr played for the square dancing.

THE PITT chapter of the NCSHE had their Christmas party December . . . More than 190 folks were on han for the delicious turkey dinner . . . Th prison bakery cooked the six turkeys

J. L. McDonald, G. A. Taylor, L. L. Bishop, and *J. D. Parker* did the carving . . . *Capt. Paul Crawford* and others helped in the serving . . . *Bratha Abee* and *Anne Askew* made little sugar plum trees for center pieces on each table . . . The individual favors were made of tiny Christmas trees filled with candy . . . The new piano was used by *Christine Smith* in accompanying a trio composed of *Estelle Dunn, Jean Matthews* and Margaret James . . . The group sang Christmas carols . . . *J. C.* and *Mary Boyd* handled the bingo and gave prizes of homemade cookies, pies, a fruit cake, candy and cigarettes . . . *Thelma Exum* won the grand prize of a ham.

DIVISION THREE

IRENE L. WORLEY
Division Correspondent

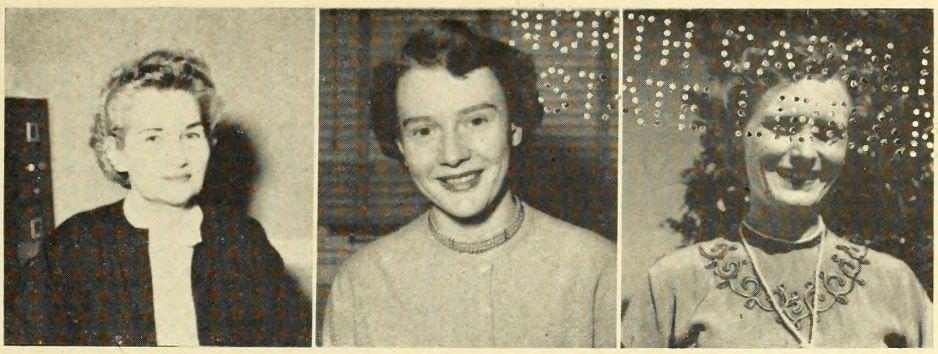
The folks at Wilmington have recently moved into their brand-new office . . . They like it very much, especially having plenty of room.

NEW ARRIVALS in the world include a daughter, Carol Ann, who was born to Mr. and Mrs. *James Saunders* of Burgaw. October 23 . . . A son was born to Mr. and Mrs. *N. W. Johnson* of Autryville, November 25.

SYMPATHY is extended to the family of *R. C. Phelps* who died October 24 . . . And to Division Equipment Superintendent *W. V. Coley* in the death of his father, December 7 . . And to family of *William E. George* of Burgaw who died Christmas Eve from a heart attack . . . Landscape Supervisor for Division three, *George* was 57.

GET WELL wishes go to Division Sign Supervisor *L. R. Merritt* who was in the hospital.

THE ROAD OIL Department had a fine Christmas party at the Famous Club, December 9; it closed their Association activities till January 3.



Three attractive secretaries in the Second Division are, from left, Thelma Exum, Faye Huggins, and Linda Bright.

Thelma Exum of Greenville graduated from the Rocky Mount High School. One of her classmates was the retired bandleader, Kay Kyser. Thelma recalls that she was sick and out of school the last three months of her senior year and probably wouldn't have gradnated if Kay hadn't help tutor her in her work.

She studied briefly at East Carolina College and then went to work for the Atlantic Coastline Railroad in Rocky Mount. From 1933 to 1946, she was secretary in the Highway Patrol office in Greenville when the late Lester Jones was troop commander. She came with the Highway Commission in 1946 when N. W. Spruill was division engineer and Hunter Irving was assistant division engineer. Thelma is now secretary to R. Markham, division engineer. In her leisure, she likes to paint china.

Mrs. Faye (Jack B.) Huggins is the new secretary in the right of way office at Greenville. A native of Cove City, she graduated from High School in Dover. Faye completed the two-year course in secretarial training at East Carolina College.

Linda Bright came with the Highway Commission as secretary in the Washington district office in 1954. Her previous experience included work with the Labor Board at Cherry Point and Selective Service. She's a native of Beaufort County.

DIVISION FOUR

WADE H. PRIDGEN
Division Correspondent

ROADWAY Construction Engineer *T. J. McKim* is back from a trip to New York City . . . He reports it was a very nice trip.

R. T. MITCHELL, head of the Location Department in Wilson, is back on the job after a trip to visit relatives in Tennessee and Georgia.

FRANK DAINE, also of the Location Department in Wilson, reports he had a fine trip recently to visit relatives in New Jersey.

SYMPATHY goes to *Charlie Wheeler* of Construction in the recent loss of his father . . . And to the family of *James T. Thomason*, 62, retired highway employee, who died December 8, in Roanoke Rapids Hospital.

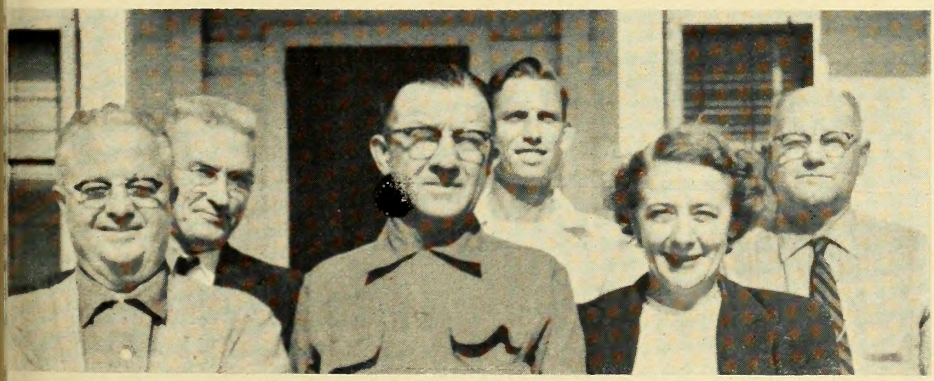
GET WELL Wishes go to *Hume Paschall* of Construction who had an operation at the Memorial Hospital in Chapel Hill . . . To Mrs. R. P. Murphy who was in the hospital; her husband works with Road Oil . . . And to *G. C. Eason*, also of Road Oil, who recently suffered a heart attack.

S. O. SOUTHALL of Construction took in quite a few of the Big Four Football games last fall.

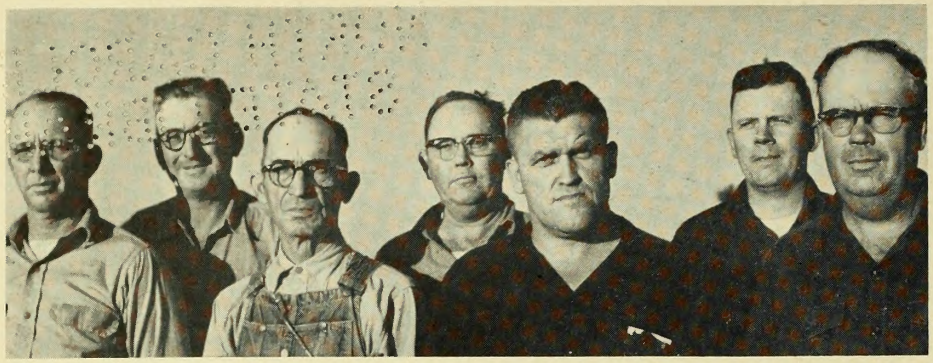
H. S. McDONALD is pleased with his brand-new TV set; he's with Construction.

CONGRATULATIONS to *Kenneth Hill* upon his marriage December 4, to Elaine Baltzegar; he's with the Sign Department.

GEORGE KING of Construction recently vacationed at his home in Long Island, New York.



The New Bern district highway office includes first row, from left, C. Y. Griffin, District Engineer; A. D. Parker, Maintenance Supervisor; Sibyl Smith, Secretary. Second row, from left, see J. L. Phillips, Assistant Division Engineer; Elton Askew, Engineering Aide; and C. J. Pugh, Senior Inspector.



Some of the men who keep the Greene County roads in good shape include from left, first row, T. C. Rouse, Elisha Beamon, Mark Worthington, and Elmer Dale. Second row, from left, see L. G. Hancock, Jimmy Beaman and Louis Thomas. The men work out of the prison camp at Maury.

THE WILSON County Chapter of the NCSHEA had a fine get-together, December 9, at the division shop . . . The group enjoyed a chicken barbecue dinner and an entertainment program by the Wilson Studio of Dance . . . *Mrs. Dorothy Ezzell* sang some popular songs.

WHEN the Optimist Club had their Old Time Fiddlers Convention in December, *Roy Caulk* of Construction nearly stopped the show with his clog dancing . . . He was also declared the winner of a hog-calling contest.

DONALD STEHLEY of Construction recently spent a vacation at his home in Altoona, Pennsylvania.

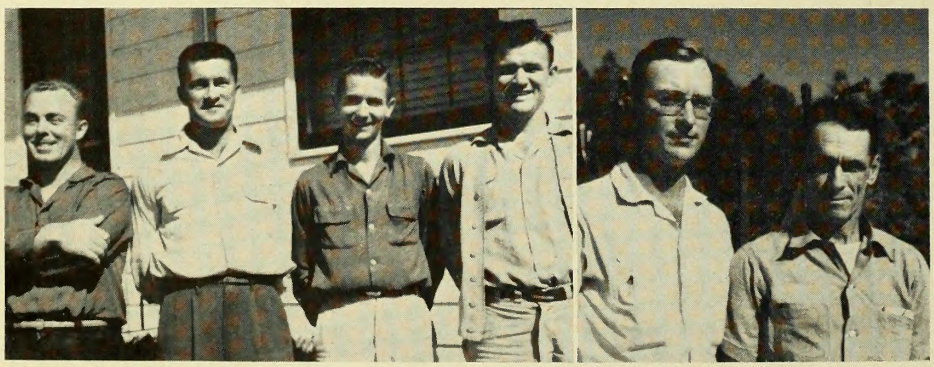
DISTRICT Engineer *C. F. Gore* and Resident Engineer *E. S. Peabody* moved their forces into the new district office building, December 12 . . . It is located near the highway shops in South Weldon . . . They were mighty glad to get settled in their attractive new quarters.

SEVERAL men have been on the sick list . . . The group includes *Henry Mangum* of Weldon, *A. C. Harlow* of Enfield, *W. E. Wagner* of Littleton, *E. D. Harlow* of Roanoke Rapids, and *V. B. Coker* of Tarboro.

H. L. PRICE was absent from work a week . . . He was painfully, but not seriously injured, in a truck accident recently.

VETERAN employee *Julian Frank Spence*, 55, died in Richmond, Va., December 18, after a heart attack . . . He was employed by the Commission in Wilson County . . . Sympathy goes to his wife, Mary Inez Spence; and six daughter, Judy of the home, Mrs. Robie Lamm and Mrs. Lester Jones of Wilson, Mrs. Dwain Shipley of Cleveland, Ohio, Mrs. Alfred Boykin of Buckhorn, and Mrs. M. L. Simmons of Houston, Texas.

GET MR. AND MRS. *George Thomas Wilkins, Jr.*, to tell you about their new son, George Thomas Wilkins, III, who was born December 12 . . . The father, *Tom, Jr.*, works with the Construction Department and the grandfather is Landscape Supervisor for the Fourth.



Resident Engineer Clinton Haislip of Washington, N. C., has recently had his party on ten miles of plant mix resurfacing of NC 43. His party includes from left, Haislip with 9½ years of highway work; L. W. White, Jr., Highway Engineer II, eight years; O. L. Potter, Levelman, five years; R. L. Griffin, Engineering Aide I, five years; J. E. Bobbitt, Inspector I, five years; and H. F. Lucas, Inspector III, 25 years.

DIVISION FIVE

J. W. JENKINS
Division Correspondent

FROM DURHAM COUNTY . . . Maintenance Supervisor *Kirk Duncan* gave the maintenance employees and friends a barbecue supper, October 14, at the Oak Grove Ruritan Club . . . Later that month *Duncan* and his wife went fishing with *Walter Mangum* one week-end at Morehead City . . . Recent vacationists include: *W. M. Sorrell* and *G. W. Martin* . . . The following men have been on sick leave: *C. T. Addison, R. C. Hudson, C. J. King, L. L. Lawrence*, and *B. D. Nichols; Nichols* is out of the hospital and back on the job . . . Mr. and Mrs. *W. H. Walker* are the proud parents of a new baby girl . . . Mr. and Mrs. *Billy Ellis* are all smiles since the birth of their twin boys . . . The Durham County highway employees had their annual Ladies Night,



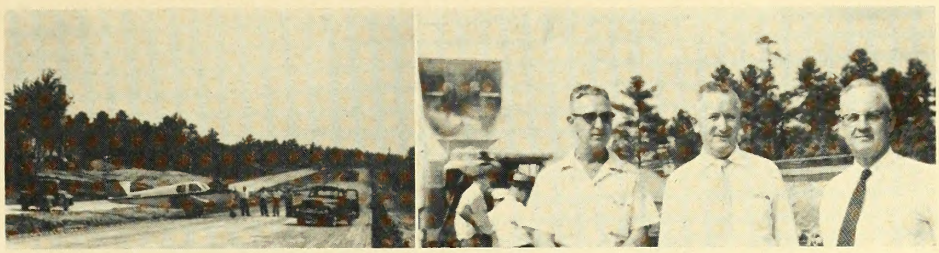
Capt. Paul Crawford, at left, of the Pitt County prison camp has one of the camp's prize bloodhounds, "Joe", on a leash while Second Division Prisons Supervisor Paul Mallison is holding "Rufus of Renaulton," a highly pedigreed bloodhound, who was bred and raised in England. After World War II he was bought by an American serviceman and given to Capt. Paul who only paid his express.

November 25, at the Durham Police Club at Lake Michie; barbecue and brunswick stew were served . . . The folks square danced after supper . . . Special guests were retired highway employees and some guests from neighboring counties.

FRANKLIN COUNTY NEWS . . . Motor Operator *S. T. Holmes* has moved into his new home at Spring Hope . . . Supervisory Foreman *J. B. Alford* is still working on his new home . . . *Alford* has recently been transferred to the division office in Durham . . . Gang Foreman *S. J.*

oward and Section Foreman Helper . *W. Catlett* were out sick last fall . . . *oward* was in the hospital in Maryland . . Section Foreman *G. C. Wrenn* was off ıe job for three weeks when he had his ɔnsils removed . . . Motor Operator *W. B. ryant* is the proud father of a baby girl. VANCE COUNTY reports that Section oreman *E. E. Faulkner* and Motor Op-ator *P. B. Ellis* took some vacation to ɔ hunting . . . Sympathy goes to Motor perator *L. A. Creager* in the recent eath of his sister in Ohio; and to Sec-on Foreman Helper *A. C. May* in the eath of his mother in December . . . ongratulations to Motor Operator *A. L. tainback* who was married to Dorothy *oster*, October 29, at Farmville, Virginia . . They honeymooned in Harrisburg, ennsylvania, and are living near Louis-urg . . . Supervisory Foreman *J. B. arris* recently enjoyed a ten-day vaca-on in Florida where he visited his aughter and her family . . . Section oreman Helpers *H. B. Rogers* and *D. L. verby* recently took short vacations . . . otor Operator *W. L. Harris* is back at ork after a short illness . . . Gang Fore-ıan *Henry Gordan* was out sick for veral weeks in the fall . . . Best wishes ɔ to *O. J. Wrenn*, former bulldozer op-ator, who resigned in December for ther work.

FROM WARREN COUNTY . . . Fore-ıan *D. A. Grissom* and wife enjoyed the enth Annual Convention of the NC-HEA last fall in Winston-Salem . . He ıffered a heart attack in late October nd was out for six weeks . . . *Grissom* ants to thank everyone for the beautiful ırds and flowers sent to him in his ill-ess . . . Mr. and Mrs. *D. D. Aycock* an-ounce the birth of their fourth daugh-r, Eleanor Louise, December 3, in the Varren General Hospital; the proud ıther is a truck driver for Maintenance

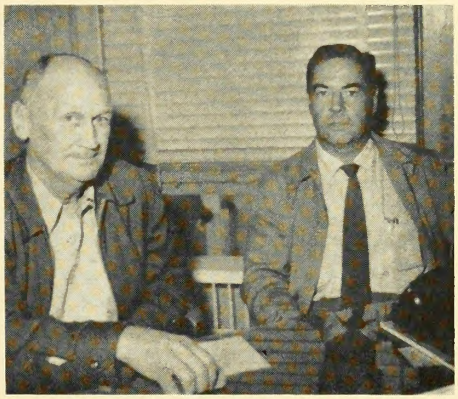


W. H. Scott, contractor on the paving of the Durham bypass, flew down last summer from Franklin, Virginia, and landed on the construction site. He uses his Beech Bonanza to fly around to his various highway and airport jobs in Maryland, Virginia, and North Carolina. At right see Vernon Scott, W. H. Scott and Hunter Irving, Fifth Division Engineer. Traffic is now using the bypass.

. . . Road Maintenance Supervisor *M. P. Powell* is back on the job after being out sick for a month last fall . . . Section Foreman *Reubin Shearin* is also back at work after being on sick leave . . . A friend of Motor Grader Operator *A. C. Collier* caught a 17½ lb. Carpe out of Kerr Lake; now Collier is busy trying to catch the Carpe's twin brother.

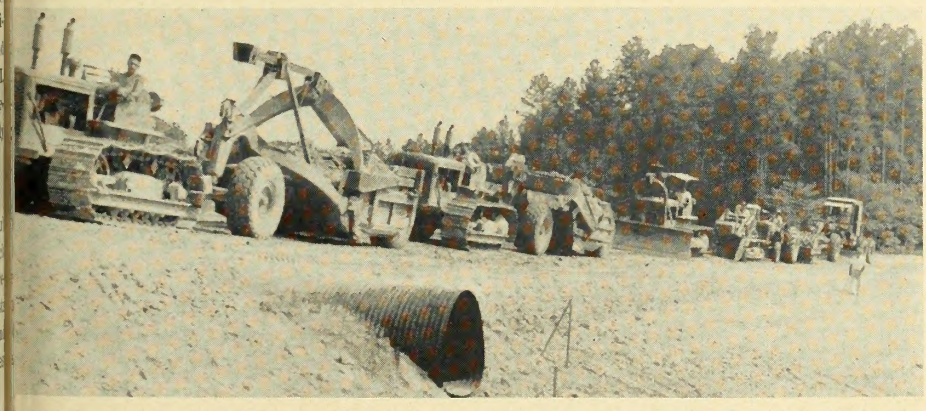
FROM GRANVILLE . . . The annual Ladies Night was held December 2, with about 90 members and guests on hand . . . After a tasty barbecue and brunswick stew supper, the group square-danced . . . A few hunting accidents have marred the hunting season in Granville . . . Champion fox hunter *William Reams* was running a fox with his bird dog when his gun went off and shot the dog . . . Champion Bird Hunter *Joe Greenway* was looking up for birds when he tripped on a barbed wire fence, rolled over a few times, and landed in a creek; he got a good wetting; the only injury was his dignity . . . *John Louis Williams* was taking swimming lesson at Flat Rock till he decided the water was too cold . . . *Giles Crutcher* has a new hobby: raising Boston Bulldogs . . . Road Maintenance Supervisor *Roy Beard* spent an enjoyable week-end recently with relatives in Norfolk, Virginia.

PERSON COUNTY HAPPENINGS . . . *C. T. O'Brien* took some vacation to go turkey hunting; to date, he's bagged one . . . *L. H. Winstead* took one week of vacation also . . . Several employees who were on sick leave are now back on the job: *H. T. Porterfield, M. A. Mangum, A. C. Slaughter*, and Road Maintenance



Two hardworking members of the Second Division supervisory personnel are Heber Gray, left, and Jack Burrus. Gray is the District Engineer at Kinston in charge of road maintenance in Greene, Jones and Lenoir counties. Burrus, a Resident Engineer, is currently in charge of the Kinston by-pass.

Supervisor *Kyle Jones* . . . Mrs. G. S. Slaughter, wife of the Section Foreman, has been sick recently . . . Sympathy goes to the family of I. C. Chambers who died December 4: he was the father-in-law of Bulldozer Operator *M. A. Mangum.*

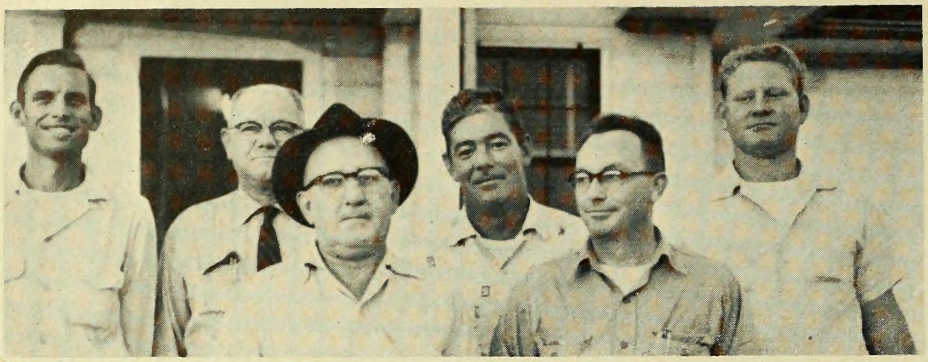


Building the Earl Morton Road last year was quite an undertaking. Above ıows some of the equipment and its operators on a fill beside the site of the new ity Lake near Roxboro in Person County. The fill contained about 25,000 cubic ards of dirt. The operators on the equipment, from left, are E. R. Bowes, G. J. hambers, M. A. Mangum, R. H. Oliver, C. V. Ollis, and Leroy Cates. The man on ɔot at right is B. F. Vaughan.

DIVISION SIX

STEVE AMMONS
Division Correspondent

ROBESON County Maintenance employees have moved into their newly-constructed shops next to the equipment shop on NC 711, near Lumberton . . . Congratulations to Mr. and Mrs. *B. S.*



Some of the folks who work out of the New Bern district office include from left, first row, R. A. Pollock, Resident Engineer; and Bill Shaw, Location Party Chief. Second row, from left, see Elton Askew, Engineering Aide; C. J. Pugh, Senior Inspector; R. W. Jenkins, Engineering Aide; and Bill Williams, Levelman.

Flowers upon the birth of a daughter, November 8 . . . Mr. and Mrs. *Walter Hall* are delighted with their little daughter who was born October 3 . . . Get well wishes go to *H. G. Clark* who was hospitalized in November and is now recuperating at home; to *J. W. Melvin* who was sick at his home in Red Springs; and to *Robert Davis* who was hospitalized in November.

COLUMBUS COUNTY NEWS . . . Mr. and Mrs. *W. M. Jones* proudly announce the birth of a daughter, November 9 . . . A speedy recovery is wished *J. L. Burchett* who had a major operation at James Walker Memorial Hospital in Wilmington, October 29; and *Homer Blackwell* who suffered an injury in an accident in June and was in the hospital in Charlotte last fall . . . Condolences go to *Thurman Bowen* and *Alfred Bowen* in the recent death of their mother: *Thurman* is with the engineering party in Lumberton while Alfred is with the Sign Department in Whiteville.



P. L. Sasser examines a late-blooming azalea on the grounds of the Second Highway Division office in Greenville. He is Landscape Supervisor for the Second.

O. C. HOLDER, truck driver in Harnett County, has been out from work with a rheumatic heart disease . . . He will have an operation on his heart soon.

GET WELL WISHES go to *J. H. Tatum*, Section Foreman Helper, who recently suffered a heart attack.

FROM CUMBERLAND County . . . Mr. and Mrs. *R. V. Wells* are spreading the word about the birth of a son, Don Adrian, November 9; the father is a gang subforeman in Cumberland . . . Gang Foreman *H. C. Daniel* entered the Clinton Hospital, November 29, for an operation . . . Sympathy is extended to *B. L. Sessoms* in the death of his sister, Buvilla Sessoms; he's a truck driver . . .Sympathy also goes to the family of *M. L. Thaggard*, Prison Camp Superintendent at Fayetteville, who died November 9, after a lengthy illness.

DIVISION SEVEN

P. L. WELCH
Division Correspondent

ROCKINGHAM COUNTY employees had a big barbecue and dance the last of September . . . It was a family affair with more than 220 members and guests on hand . . . Special guests were Division Engineer *T. A. Burton*, his wife and daughter; the *K. R. Scotts* and *J. I. Lynch* . . . A good time was reported by all present.

MRS. ELIZABETH WYATT, Right of Way secretary in the Greensboro office, recently spent a few days in Atlanta.

MRS. MARGARET Howell accompanied her husband on a business trip to New York City for a few days.

RESIDENT Engineer *R. L. Hickerson* and District Engineer *W. W. White* were spectators at the Army and Navy game last fall.

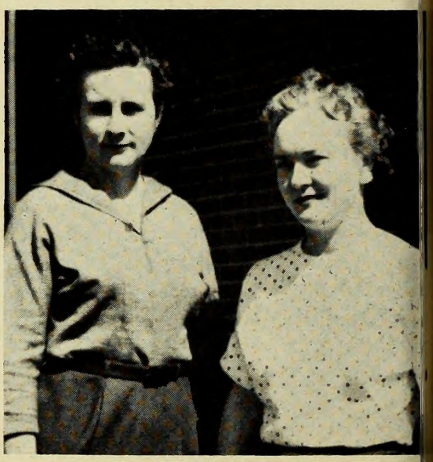
R. S. THOMAS, Maintenance Supervisor, is out of the hospital and recuperating at home.

M. A. LUTHER, Resident Engine was a patient at Cone Hospital . . . He much improved from a major operatio

Good Roads Boosters

Two good roads boosters, Marga Howell, below left, and Carolyn Grav are secretaries in the highway divisi office at Greensboro. Margaret dates highway service from 1932 when started as a secretary to then Distr Engineer C. O. Lowe in the Greensbo office. Carolyn began her highway wo in 1937 in Asheboro when T. J. McK was district engineer.

Margaret subsequently worked T. A. Burton when he was promot from maintenance supervisor to Low position. In 1937, she transferred to t old Fourth Division office in Wilso She recalls that she worked at varic



times for Tom Grantham, then distr engineer, and R. Markham, then divisi engineer. She also did secretarial wo for T. Boddie Ward, John Hackney, a Dr. Earp as each served as comm sioner. In 1949, Margaret transferr back to Greensboro and is now secreta to Division Engineer Burton.

A Kinston native, Margaret LaRoq Howell took a two-year commerce cou at the Woman's College of UNC. H husband, Morris, is with the Colon Ice Company.

Carolyn Boynton Graves gave up hig way work in 1946 to have her fami Today she and her husband, Edwar are the proud parents of two boy eight-year old Clark, and six-year o Joe. In January, 1955, she returned highway employment as secretary T. C. Johnston, then Right of Way En neer in Asheboro. In October 1954, s

ransferred to Greensboro where she oes secretarial work for several engineers in the division office.

Carolyn was born in Bartow, Florida ut her family moved to North Carolina hen she was small. She was educated t Pineland Junior College in Salemurg. Her husband is a salesman for andolph Mills of Franklinville.

DIVISION EIGHT

EDWARD C. DARDEN
Division Correspondent

LEE COUNTY employees had another ne of their special "feeds", November 8 . . . This time, the Pocket Presbyterian hurch on the Colon Road prepared and erved the food in the Fairground exhibit all . . . It was one of the best meals ver served the Lee group.

MRS. PEGGY WILSON, "Mrs. Highay Employees Association", resigned er position as stenographer-clerk in he District Two office, November 1, to ccompany her husband to his new job in incinnati.

MR. AND MRS. *Paige Johnson* of Bisoe have a new daughter, Wanda Louise, ho was born October 20 . . . The father s an Engineering Aide I in Aberdeen.

SYMPATHY goes to District Engineer *ohn G. Hall* of Asheboro in the death f his brother, Fritz S. Hall of Raleigh, ecember 4.

MAINTENANCE Supervisor *L. M. Luke" Powell* of Hoke County is mighty



Three men from the West "talked hop" at the Highway Employees Convention in Winston-Salem last fall. From ft, see J. C. Wilkerson and A. W. Wall, oth of Marion, and J. F. Ormand of olumbus in Polk County. Wilkerson nd Ormand are both in road maintenance while Wall is in equipment ork. Wilkerson has been with the ommission for five years; Wall for ten; nd Ormand for 25 years.



An October fishing trip from Morehead City proved very successful as shown by the catch of 33 King Mackeral, two Albecores, and one Black Sea Bass. The happy fishermen included, from left, front row: Mate Ottis, Capt. Lewis, C. W. Crissman (Maintenance Supervisor In Durham), and District Engineer W. W. White of Greensboro.

Second row, from left, see District Engineer Layton Gunter of Graham, M. C. Adams (Calcium Chloride Institute engineer), and Dwight Upton, an electrical contractor of High Point.

Dressed, the Mackeral weighed 282 lbs; the two Albecore, 24 and 27 lbs; and the Black Sea Bass, three lbs.

proud of his new maintenance and equipment buildings in Raeford . . . *E. B. Tomlinson*, Bridge Maintenance Foreman, and his crew were the builders.

GEORGE YOW of Randolph and *A. B. Lyon* of Moore County have returned to their jobs after extended illnesses.

THERE has been a lot of sickness in the division this winter . . . The following men have been out, some as long as 30 days, with sickness: *J. D. Coltrain* of Randolph, *H. L. Norris*, *B. H. Maness*, *Marshall Hilliard* of Chatham, *R. J. Sturdivant*, and *Van C. Campbell* . . . We hope each is much improved by now.

DIVISION NINE

R. B. FITZGERALD
Division Correspondent

ALL SIGNS pointed to a Merry Christmas for the many Rowan County employees who took vacation to do their hog-killing.

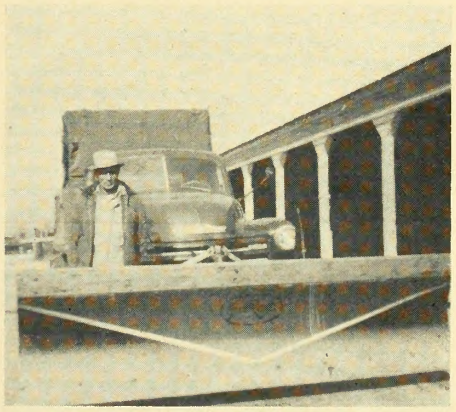
MR. AND MRS. *D. W. Schenk* of Rowan Maintenance announce the recent arrival of a new baby girl.

M. L. LOWDER and *C. R. Boggs* were on the sick list but are now back on the job.

R. N. WRENN, Davidson County Section Foreman, is recuperating at home from a major operation . . . He hopes to return to work in several months.

ROWAN GANG Foreman and Mrs. *E. L. Setzer* have recently moved from New London to Granite Quarry.

PAUL GREENWAY of the Ninth Division Equipment Department enjoyed a two-day hunt at Bull's Island, S. C., with other members of the Sapona Archer's Club . . . The group hunted with only bows and arrows . . . They said they killed two deer.



Gang Foreman H. M. Michael of the Ninth Division recently made a dry-run rehearsal of snow removal. Picture was made in the maintenance yard at Salisbury.



Some of the men directly responsible for the proper construction of the nine-mile long Henderson bypass on a relocation of US 1 are, from left, H. E. Shaw, the resident engineer; J. W. Jenkins, Assistant Division Engineer of the Fifth; Levelle Joyner, Inspector II, of Clayton, who has been with the Commission almost nine years; Harry Glickman, Inspector II, of Louisburg, over five years with the Commission; C. L. Edwards, Highway Engineer II, over five years; Claude C. Wheeler of Oxford, the structure contractor; and George Hogan, veteran resident engineer on highway work in vicinity of Oxford.

R. S. BARNHARDT has returned from an enjoyable vacation in New York.

R. W. SCHENK, *C. W. Graham* and *Joey Graham* went duck hunting near Kure's Beach . . . They weren't quite so lucky, however, as the Sapona Archer's Club . . . No ducks.

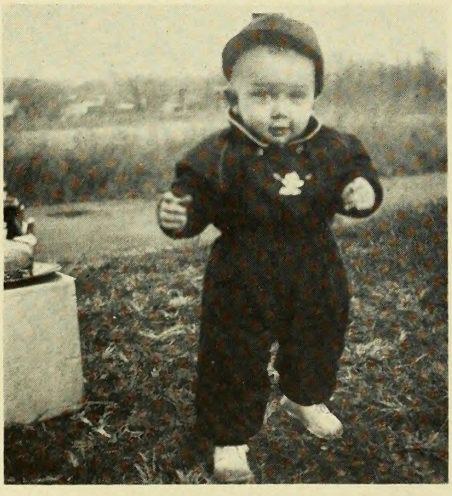
G. F. LAWSON, Gang Foreman in District Two, is back on the job after being on sick leave for several weeks.

SYMPATHY is extended *C. R. Tuttle*, Section Foreman's Helper of District Two, in the death of his son, Donald 17, from injuries in a car accident . . . And to *E. C. Mabe*, Section Foreman of District Two, in the death of his wife, Lillian, October 28.

DIVISION TEN

CHARLES R. SMITH
Division Correspondent

FROM DISTRICT ONE . . . *M. A. Smith*, a Gang Foreman with 35 years of highway service, was unable to see with his left eye for quite a long time . . . Recently he underwent an operation which may restore his sight . . . Only time will tell.



The little lad celebrating his first birthday is John Max Blumenstein, the "one and only" grandchild of Foreman and Mrs. John Bradburn of Troutman.

H. F. PRESLAR is back on the job after undergoing a serious back operation.

C. J. CRIDER is able to work again . . . He was on sick leave with a broken rib and complications.

MARY GRACE RATLIFF, beauteous daughter of Mr. and Mrs. *Walter T. Ratliff*, was married December 4, to Herbert Coggin, son of Mr. and Mrs. H. B. Coggin, in the First Baptist Church of Wadesboro . . . The bride is a graduate of Wadesboro High School and attended Wingate Junior College . . . She is a former Wadesboro Fire Queen; Sandhill Fire Queen; Pageland Watermelon Queen; N. C. Junior College basketball tournament queen; "Miss North Carolina" in the "Miss Universe" Contest; runner-up in the Hendersonville Apple Festival; Representative in the N. C. Maid of Cotton Contest; and a special guest at the Rockingham Fall Festival, the Red Springs Festival, and the Mullins Tobacco Festival . . . The groom is a graduate of the Wadesboro High School and is with the H. B. Coggin Plumbing Company of Wadesboro . . . The bride's father is a long-time employee with the Highway Commission.

THE STANLY County Chapter of the NCSHEA had an interesting meeting followed by a delicious oyster stew, November 23 . . . More than 100 members and guests consumed 16 gallons of the tasty oyster stew!

C. R. POPLIN, Stanly County maintenance employee, spent the week of November 21 pursuing the elusive quail . . . It was great sport but he didn't get many birds.

C. P. EUDY reports that he's having some luck in finding rabbits and squirrels . . . He claims the squirrels aren't as plentiful as last year, but his friends confide they are . . . *Eudy's* conscience must be bothering him after his tall tale of last year.

WEDDING BELLS tolled for *P. J. Thompson*, temporary pan operator of Stanly, December 17 . . . More details later.

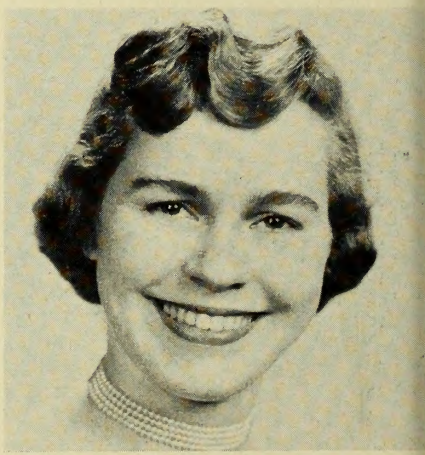
W. J. MURRAY, Right of Way Engineer, spent Thanksgiving in eastern Carolina where he bagged an eight-point buck!

CONGRATULATIONS to *C. B. Mane* of Road Oil upon his marriage Novembe 26, at York, S. C., to Virginia Wright . She was a nurse at the Memorial Hospital in Charlotte . . . The young coup are living in Polkton.

SEVERAL men of Road Oil took vac tion to get in some good hunting . . The group included *E. J. Smith*, *C. J. Maness*, *F. W. Gaddy*, *S. T. Moore*, an *C. R. Ridenhour*.

NEW FACES . . . Mr. and Mrs. *J. Hagler* announce the recent birth of son; the father is in Charlotte Maint nance . . . Mr. and Mrs. *Frank A. Tyso Jr.*, are the proud parents of a bab daughter; *Frank* is with Construction Charlotte.

VACATIONS . . . *W. E. Chappell* Road Oil recently visited his daught who is teaching school in Florida . . *Joel E. Tucker*, Road Oil Foreman, an family took a trip through the Gre Smoky Mountains last fall . . . *J. Carpenter*, Road Oil Mechanic, recent toured through Virginia, West Virgini



Pretty Shirley Maxine Snow Lew will celebrate her first wedding ann versary soon. Married to Cecil Lee Lew last April 9, she is a graduate of Miner Springs High School. She has been em ployed by General Motors Acceptanc Corporation while her husband is a high way employee in Winston-Salem.

nd Washington, D. C. . . . *Hubert D. Sasser* spent a fall week-end in Baltimore and Washington . . . *J. G. Alexander, Jr.*, and *A. Floyd Penninger* of Maintenance spent their time off by fishing at Carolina Beach . . . *Joe McKee* pent his free time in rabbit hunting . . . The following men have also been on vacation: *Bill Pender, Charlie Carrigan, . B. Thornburg, John Hager, D. E. Dellinger*, and *B. B. Reading*.

GET WELL WISHES go to Mrs. King ordan, wife of the distributor operator f the Road Oil Department, who recently had an operation in Statesville . . . o *J. A. Guy*, a former long-time employee of the Road Oil Department, who uffered a severe heart attack Thanksiving; he's now employed by the City f Statesville . . . To *S. D. Mauldin* who as operated on December 5, and was ospitalized in Albemarle . . . To *Calvin , Bradfield* of Construction who has been uite ill . . . And to the following men ho have been on the sick list: *Glenn argle, W. E. Tilson, Charlie Barnette, ill Hagler*, and *J. C. Stikeleather, Jr.*

CONDOLENCES are extended to the amily of *W. C. Lanford* who died of a eart ailment November 28 . . . *Lanford* ad been a Motor Grader Operator in harlotte for the past 12 years.

MR. AND MRS. *Earl J. Brinkley* are ack from one of those "dreamed of" acations . . . They travelled extensively long the east coast from North Carolina o Maine, including stops in Washington nd New York City . . . While in Conecticut, they saw the havoc caused by he flood waters . . . From Maine they rove into Canada and came down across ake Michigan into Wisconsin . . . They rove on to South Dakota where they pent a glorious week pheasant hunting n Huron . . . They bagged their limit of heasants . . . This was Mrs. Brinkley's rst hunting trip in South Dakota; now he understands why *Earl* has been aking his annual jaunt out there . . . arl works in Equipment.

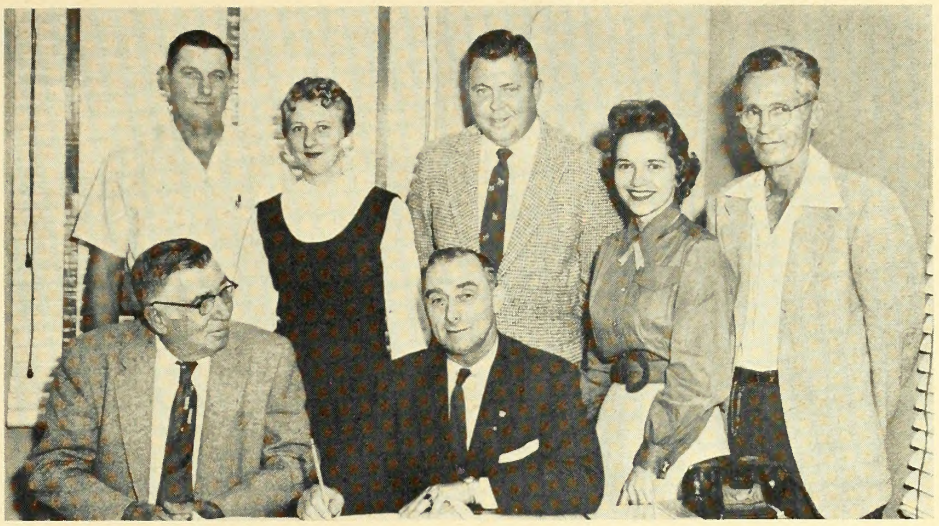
DIVISION ELEVEN

CORA LEE McLEAN
Division Correspondent

SYMPATHY goes to *William J. Coffey* nd family in the death of his two-year ld son, Gerald Wayne, who was killed in n auto accident, November 5 . . . *Coffey*, is wife and daughter, Sandra, were lso in the wreck and received extensive njuries.

JOHNNY GWYN of Construction and amily are enjoying their new home in lt. Airy.

T. A. GILBERT and *Louie Prestwood* ave been added to the list of employees



The folks in the district office at Boone have recently moved into new quarters. Commissioner W. Ralph Winkler is pictured with the supervisory personnel of District Two in Division Eleven. Seated, from left, see C. A. Hayworth, District Engineer and Winkler. Standing from left, are F. W. McCracken, Maintenance Supervisor of Boone; Freida Hoover, secretary; Tom Winkler, Maintenance Supervisor of West Jefferson; Gretchen Hauser, secretary; and Pete Jnstus, Maintenance Supervisor of Hudson.

in Caldwell . . . They replace *B. A. Rainey and D. S. Faw*, who have recently retired.

IT'S GOOD to have *C. G. Ashby* back in the office after his spending several days in the hospital . . . *Jim C. Bray, J. L. Candill* and *A. T. Reeves* have also been hospitalized briefly.

RECENT vacationists include *Jay Brookshire, Clye Orr* and *S. S. Shermer* . . . *P. D. Freeman, J. E. Doughton* and *H. E. Koontz* have also taken off to go hunting . . . *Shermer* brought in some squirrels while *Freeman* reported he got a deer . . . *Doughton* and *Koontz* didn't have much luck when they went fishing.

DIVISION TWELVE

JEAN CLINE
Division Correspondent

W. A. McNEILL'S construction party had their Christmas party on December 16.

MR. AND MRS. *Gene Brooks* announce the birth of a baby daughter, Susan Elaine, December 11 . . . The father works in the division office.

FISHING has been good for some of the Equipment boys . . . *R. E. Laidlaw, Bill Eskridge, Pratt Street, C. E. Laidlaw, Ben Palmer*, and *H. C. Allen* have all been down to Surfside, S. C., and brought home good catches.

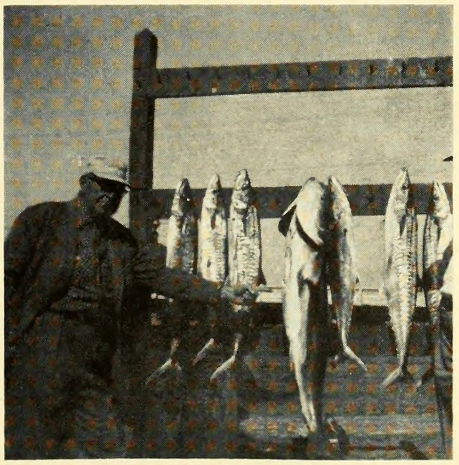
THE R. E. LAIDLAWS and son, Bobby, spent Thanksgiving in Florence, S. C.

THE C. E. LAIDLAW spent Thanksgiving by fishing at Surfside, S. C.

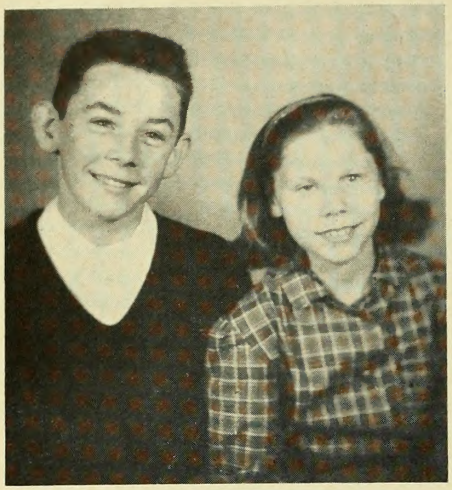
TWO NEW employees in the Equipment Department are *E. H. Hardin* and *James Hall* . . . Both are mechanics in the division shop.

HIS FELLOW-EMPLOYEES were sorry to see *A. L. Hardin* resign as a mechanic to go with Sears Roebuck Company in Shelby . . . They will miss him.

MR. AND MRS. *Bill Eskridge* and daughter, Ann, spent Christmas in Wake Forest with Mrs. Eskridge's sister and



R. L. Brown, Maintenance Supervisor in Mecklenburg, recently was in a fishing party off Wrightsville Beach where he caught a cobia weighing 59½ lbs. It was almost five feet long and had a girth of 28 inches. The group fished from Capt. Eddie's "Martha Ellen I". They canght a batch of King Mackeral weighing from 15 to 18 lbs.



District Engineer and Mrs. J. I. Church of Shelby are proud of their two children. Johnny is president of the Student Council at Shelby Junior High and is vice-president of the Junior High band in which he plays the clarinet. He's also president of his Sunday School class. Little Vicky, a sixth grade student, is the "life" of the family.

brother-in-law, Mr. and Mrs. . Leland Jones.

RESIDENT Engineer *W. A. McNeill* and his wife spent their Christmas with relatives in Americus, Georgia . . . The *McNeills* then made a short trip to Florida.

THE PROUD parents include Foreman and Mrs. *J. P. Padgett* of Iredell who have a daughter, Terry Dean, who was born October 20; Foreman and Mrs. *J. Frank Morrison* who welcomed a daughter into their home, December 3; and Mr. and Mrs. *J. W. Fox* of Taylorsville who report a new baby who was born in October.

NEW HOMES . . . *D. R. MILLSAPS*, Iredell County machine operator, has recently moved into his new home on NC 115, just out of Statesville . . . Iredell Foreman *W. R. Tilley* is building a new home in the county too.

RECENT resignations include *E. A. Bunton and D. C. Johnson* of Iredell County.

BACK on the job after sickenss . . . *P. D. Miller*, District Engineer, has recovered from a surgical operation; Foreman *Floyd Warren* is back after an operation; and Foreman *V. B. Reavis* has returned from a recent hospitalization.

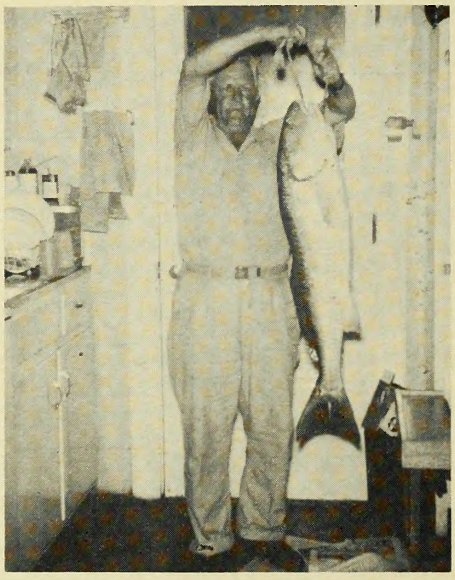
CATAWBA County machine operator, *E. D. Harris*, is on the job again after being hospitalized . . . Iredell County foreman *J. Frank Morrison* returned to work November 7, following an illness which began in early July.

FOREMAN *N. A. Kerley*, Alexander County, and Machine Operator *C. H. Watts* of Catawba are recuperating at home from extended illnesses . . . *J. K. Jarrett* of Catawba County recently had a minor operation.

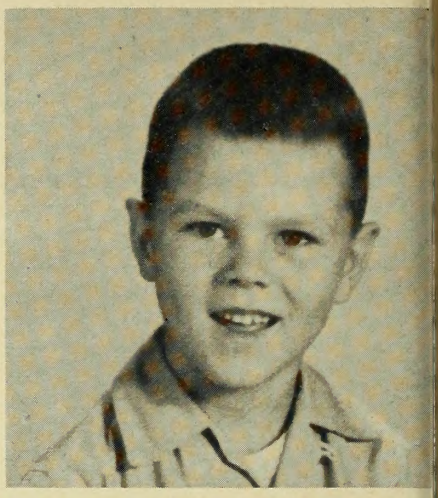
SYMPATHY goes to *Pink Lytton* of Equipment in the recent loss of his father and brother . . . And to *F. H. Flinchum* in the death of his brother.

ILLNESSES and injuries among dependents of highway employees claimed Markus Lou Warren, daughter of *Floyd Warren;* Ricky, son of *E. L. Warren;* Virginia Reavis, daughter of *V. B. Reavis;* Mrs. W. R. Tilley; Mrs. J. T. Watt and her young son; all of Iredell County . . . The following wives of highway employees have been sick also: Mrs. L. N. Rink, Mrs. G. D. McRee, and Mrs. H. T. Teague . . . *J. F Lutz, Jr.*, was ill for a while . . . Two maintenance employees have recently been stung on the job by yellow-jacket wasps.

RESIDENT *D. L. Rink* and his wife took a four-week vacation to Illinois and California where they visited their sons: Wesley and his family at Mt. Prospect, Illinois; and D. L., Jr., and family Redding, California . . . Since he's be on construction for many years, Rink w naturally interested in the road projec of other states . . . They saw some dua lane and single construction but repo little delay to the motorist at any of t construction sites . . . They drove throu 22 states . . . Highlights of their tr included the Bad Lands and Black Hi of South Dakota, Glacier National Pa in Montana, Lassen National Park wi its last active volcano in continent United States . . . They visited relativ and friends in Plains, Montana; Portlan Oregon; Riverton, Wyoming; Denv Colorado; and Spearman, Texas . . . their return trip east they hit Oklahor City, Little Rock, Memphis, and Chatt nooga where they took in Rock City . They passed through Ducktown a Copperhill, Tennessee, on their final l home.



W. M. Crowder of the Wadesboro Maintenance force displays the big channel bass he caught recently off New Smyrna Beach, Florida. He was using a six-ounce glass casting rod with light blue, two-ounce hook and fresh water six-ounce reel. His lucky catch was made after a battle of 45 minutes which ended up with Crowder about a mile out to sea in a 14-foot plywood boat. Crowder is the man who faithfully reports on activities in District One of Division Ten for ROADWAYS.



Six year-old Frankie Russell is t bright-eyed son of Rayemell T. Russe secretary in the Right of Way office Albemarle.

SYMPATHY goes to the family of *O L. Goodson*, District One employee, w died of a heart attack, December 15, wh at work.

DIVISION THIRTEEN

DAN TURNER
Division Correspondent

DISTRICT Engineer *Sid Connelly* g a nice letter recently from *F. F. (Ju Merrill*, a former Highway Commissi employee who is now on retirement . *Merrill* is recuperating from a stro and would enjoy hearing from the bo . . . His address is 817 Mulberry Stre East Point, Georgia.

THREE new employees in District
vo are *Andrew Ray, Conley Hollifield,*
d *Tulsa Sparks.*

MAINTENANCE Supervisor *H. D.*
ken is back from a week's vacation in
orida . . . He visited his son, Harold,
10 is the assistant roadway planning
gineer with the Smith, Reynolds and
ll Engineering firm in Jacksonville.

MR. AND MRS. *S. E. Holland* of the
strict Two office report a fine two-
ek-long vacation in Florida.

IT'S GOOD to have *Mrs. Della Banner*
ck in the Burnsville office after a
ig period of illness.

CLAUD BROWN, Gang Foreman in
ncombe, and his wife have also spent
week vacationing in Florida.

RESIDENT Engineer *George Prescott*
s moved into his new office on "Pig
ll" at Craggy.

PAUL WILLIAMS has resigned from
escott's construction party to accept
position as Assistant City Engineer in
lisbury.

SETH HONEYCUTT, Supervisory
reman in Yancey vacationed in Decem-
r . . . Those who know *Seth* best know
at any vacation for *Seth* is quite an
casion.

MADISON County employees are proud
at they voted 100 per cent in favor of
erging the State Retirement System
th Federal Social Security.

SUPERVISORY Foreman *Herbert G.*
berts, Bridge Foreman *Paul Clay* and
l Connelly went deer hunting recently
t didn't even see a deer.

GET WELL wishes go to *Aden Epley's*
n, David, who was seriously injured in
hunting accident, October 1 . . . *Aden*
employed in Rutherford County Main-
nance.

THE RUTHERFORD County Chapter
the NCSHEA had their Christmas
rty, December 9 . . . The boys went all
t with a fancy dinner and Christmas
sents for the children.

SYMPATHY goes to *G. E. Biddix*, Sen-
Bridge Foreman in McDowell County,
the death of his father, James B.
ddix of Marion, November 30.

GET T. L. VICKERS of Rutherford
unty Maintenance to tell you about the
-lb. spike buck deer which he killed
ently at Mills River.

FRANK SHELL of Equipment is
gging about the 100-lb. four-point deer
killed at Rose Creek.

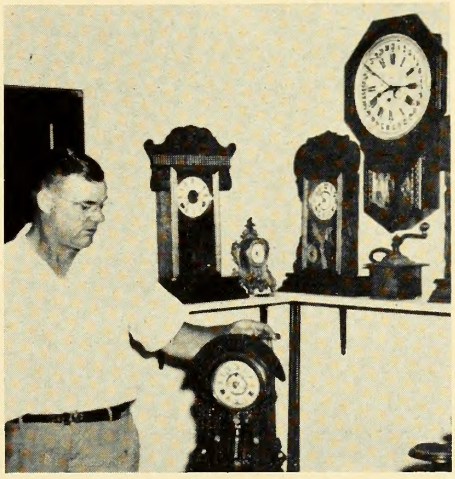
E. D. RICKS, District Mechanic at
rion, is spreading the word about the
ht-point deer he brought down on
rtis Creek.

R. C. CANIPE, Truck Driver in Burke,
d *Parks McGimpsey*, Burke County
ison Superintendent, each killed a big
r on recent hunts.

Paul Vaughn and Son Collect And Repair Antique Clocks

Section Foreman Paul Vaughn and his son, Jimmy, of 604 Church Street in Farmville collect and repair antique clocks. Every week they spend one and half hours winding the 60 old clocks. All the timepieces will run for eight days on one winding although they are wound every seven days.

The timely hobby started over two years ago when young Jimmy visited relatives in Virginia. While there, an aunt gave him an old broken clock. Jimmy and his dad carried it to a Green-



PAUL VAUGHN

ville jeweler for repairs. After eyeing the $20 repair bill, the Vaughns decided to repair old clocks on their own.

The result is the collection of old timepieces which line the walls of a room in their home. According to Vaughn, sixty clocks in one room sound like "hail on a tin roof." That's quiet compared to the hours and half-hours when the clocks set up their chorus of chimes to signal the time.

The ticking and chiming doesn't interfere with sleep in the Vaughn household as they just close the doors to the clock room and the rest of the house is relatively quiet.

So fascinating is the hobby to the pair that Jimmy and his father spend late afternoons and evening repairing all newly-acquired timepieces. The elder Vaughn even uses his vacation time from State work at his hobby.

They have collected the clocks from old abandoned packhouses and from attics in country homes. When they get an old clock, many of which are hand-carved, the timepieces are usually long past working, the woodwork and glass have turned black from years' accumulation of dust and dirt, and the mechanical portion has generally rusted.

The father and son, who spend most of their spare time in the work shop of their home, completely strip down the clocks and begin the tedious and painstaking task of re-working the antique clocks.

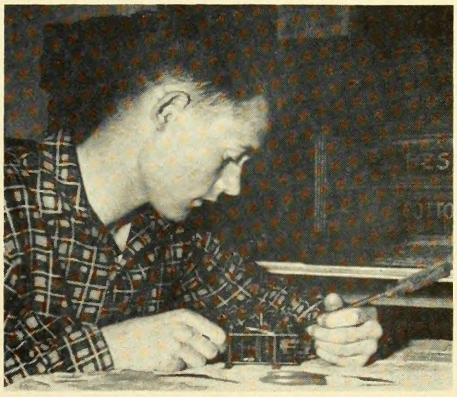
Vaughn says it takes a pint of paint remover — at 70 cents — to remove the varnish and dirt from the woodwork. After cleaning, the hand-carved wood is given a new coat of varnish. The clock works get a complete overhaul, with worn gears being replaced with spare parts collected from other clocks, since new parts are no longer available.

Although there is no accurate way of determing the age of the clocks, Vaughn thinks most of the clocks are over 100 years old. He is especially proud of one clock which not only gives the hours, minutes and seconds but two cylinders indicate the month and the day.

In their search for old clocks, the Vaughns have picked up other antiques which are now on display with the clocks. They have an old organ from the Vaughn homeplace in Murfreesboro. It is over 100 years old, is in good shape and can be played by Mrs. Vaughn. They picked up an old spool desk in Falkland. It was formerly used to store spools of thread.

An old spinning wheel handed down from Vaughn's great-great grandmother sits in the center of the room. It has been repainted. They have an old hat stand, an ancient coffee grinder, and an old brandy jug which dates from Civil War days.

So the next time you stop to wind your watch, think of Paul and Jimmy Vaughn, spending one and half hours every week winding their old clocks.



JIMMY VAUGHN

N.C.S.H.E.A. Association News

Vol. 6—Edition 1 **January, 19**

AUDIT OF YEAR ENDING JUNE 30, 1955—printed herewith as authorized and directed by the delegates at the 1955 Conventi

BALANCE JULY 1, 1954				$ 9,118
RECEIPTS:				
Unit Dues—1954-55 year		$19,847 50		
1955-1956 year		460.00	$20,307.50	
Interest			64.56	
Sale of Membership Pins			22.50	
Sale of Tires		$ 656.47		
Cost of Tires		678.33	(21.86)*	
Sale of NCSHEA auto plates			15.00	20,387
TOTAL RECEIPTS AND BALANCE				$29,506
DISBURSEMENTS:				
Postage, telephone, telegraph			$ 733.23	
Special Committee Expense			$ 823.56	
Travel: Secretary		$ 3,311.24*		
General (Officers, etc.)		765.81		
Out of State		214.30	4,291.35	
Stationery and Printing ($1,167.87 less $620 for advertising)			547.87	
Office Fixtures and Supplies			74.88	
Legislative Activity		$ 4,151.05*		
Less: Refunds by Units	$1,475.81			
Profit on Decals	689.05	2,164.86	1,986.19	
Salary—Executive Secretary			6,999.96	
Salary—Stenographic Help			875.00	
Miscellaneous			141.73	
Convention Expense		$ 3,742.79		
Less: Sales of Banquet Tickets	$ 122.50			
Registration Fees	1,393.00	1,515.50	2,227.29	
Bonds and Insurance			389.54	
Payroll and Retirement Tax			523.53	
Contingencies and Emergencies			371.37	
Office Rent			360.00	
TOTAL DISBURSEMENTS				$20,34
BALANCE—JUNE 30, 1955				$ 9,16
(Checking Account $6,763.61—Savings $2,397 28)				

INSURANCE REPORT FOR POLICY YEAR ENDING SEPTEMBER 30, 1955:

	LIFE*	HIGHWAY A & S	HOSPITAL	COMBIN
Paid Premiums	$255,799.86	$195,543.92	$288,669.31	$740,01
Paid Claims	294,500.00	161,085.89	251,611.09	707,19
Conversions	633.75			63
Total Return	295,133.75	161,085.89	251,611.09	707.83
% Return	115.4	82.4	87.2	95.6
		PRISON		
Paid Premiums	$ 12,062.26	$ 5,274.19	$ 35,447.55	$ 52,78
Paid Claims	20,500.00	7,290 82	41,670.43	69,46
Conversions	406.25			40
Total Return	20,906.25	7,290.82	41,670.43	69,86
% Return	173.3	138.2	117.6	132.4
(Prison has averaged 140% on LIFE since they came into the Contract)				
		COMBINED (both groups)		
Paid Premiums	$267,862.12	$200,814.11	$324,116.86	$792,79
Paid Claims	315,000.00	168,376.71	293,281.52	776,65
Conversions	1,040.00			1,04
Total Return	316,040.00	168,376.71	293,281.52	777,69
% Return	118.0	83.8	90.5	98.1

*See top of next page for explanatory notes.

Notes on Audit

Tire Account Loss—bill for June, 954, received after books turned over o Auditor in 1954; this amount paid n 1955 expenditures.

Travel Overrun—slightly—more mileage this year than normal created by dditional trips due to retirement visits, tc.

Legislative Activity—more than anticipated when budget set; due to length f session beyond anticipation; extra osts of printing and postage; extra telephone and telegram expense; extra osts to Institute of Government.

LIFE overran in each group. The onnecticut General Life Insurance ompany, which has had the contract nce 1929, guarantees presently a reirn of 90.5 of total premiums paid. This ear the return was 98.1, leaving them nly 1.9 for their administration. It is oped this experience will be much etter next year.

Otis Banks, Secretary

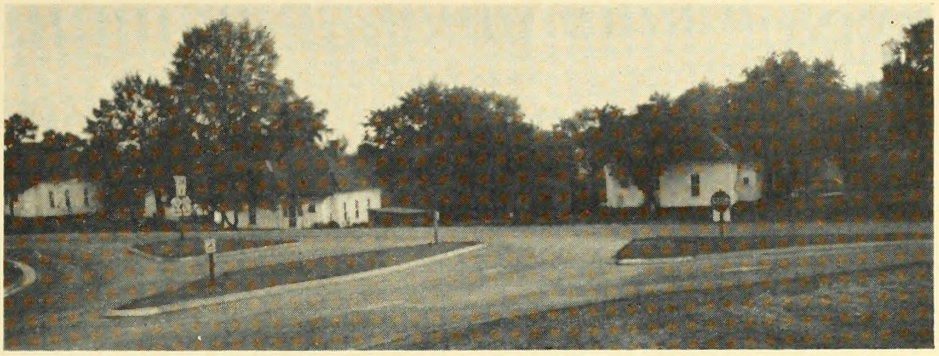
The Good Flagman

A public servant realizes the importnce of good public relations as his ears of service increase. The best public elations is a "job well done."

One of the most frequent contracts ith the public is the flagman who is esponsible not only for the safety of ie workmen but also the driving pubc. Daily in almost every county there a direct contract between the flagman nd the public.

The good flagman is always courteous, ving brief information for the delay danger, e.g., "patching ahead" or resh asphalt." He stands on the noulder opposite the barricade, but if nis is not practical, he may stand in ie barricaded lane. The good flagman ever stands in the lane being used by affic.

He stations himself so that drivers om either direction can see him. If ossible, he should be visible for at ast 500 feet. If possible, he wears a ght-colored shirt or coat so that he n be seen. He faces the traffic when gnalling to slow, stop or proceed. He ows traffic by waving a red flag across e front of his body. His arm and flag e never raised above his shoulder. To gnal traffic ahead, he lowers his red ag and with his free hand he motions affic on. He nevers uses the flag to gnal traffic to proceed.



A new traffic interchange has recently been designed and built for the intersection of NC 150, NC 18, and US 74, in south Shelby. Motorists can now use the channelized highway facility in safety.

Concrete Workshop

The Third Annual Ready-Mixed Concrete Workshop was held January 9-10, in Raleigh under the direction of the Division of Materials, to improve the standard of concrete work.

Ready-Mixed Concrete producers throughout the State sent their operating personnel for instruction in the correct procedure for control of portland cement concrete proportioning, mixing, transporting, placing and curing.

The program was based on a recently-initiated plan of the Division of Materials to certify concrete technicians who demonstrate ability to make the necessary computations, adjust the designed mixes, perform the applicable tests, and prove their interest in the production of high quality concrete. Certificates were issued to those who passed a rigid examination.

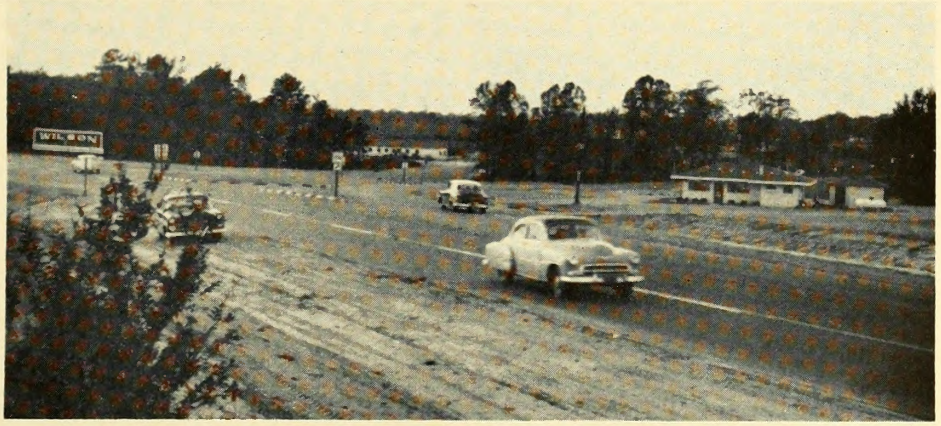
Workshop arrangements were made under the join sponsorship of C. E. Proudley, Chief Materials Engineer, and H. J. Stockard, Executive-Secretary of the Ready-Mixed Association in the Carolinas. Course instructors included J. E. Thompson, Jr., Physical Testing Engineer; George Turner and H. F. Waller, of the concrete laboratory staff.

Inspectors to Meet

The Division of Materials will hold a refresher course in Raleigh February 9-10, for materials inspectors from the 14 highway divisions on the techniques and specifications applicable to inspection work.

Robert C. Coggin, the Materials Engineer in charge of materials inspectors assigned to the division offices, will lead the discussions. C. E. Proudley, Chief Materials Engineer, will program the work of the conference and the instruction in the laboratories.

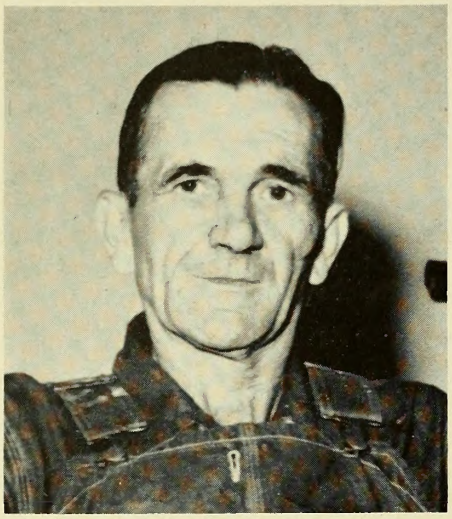
More than 50 men including the Laboratory heads, the Materials Engineers, Field Materials Inspectors and engineers from allied departments are expected for the conference.



The above scene on the new Snow Hill bypass shows one of the several carefully-designed channelizations. The new bypass has relieved traffic congestion in Snow Hill by transferring though traffic to the bypass.

The new highway runs from US 258 on the south of Snow Hill to the west of town and ties back in with NC 58. The work was completed in the Second Division where Maynard Hicks is Commissioner and R. Markham is division engineer.

HONOR ROLL OF 30-YEAR HIGHWAY EMPLOYEES

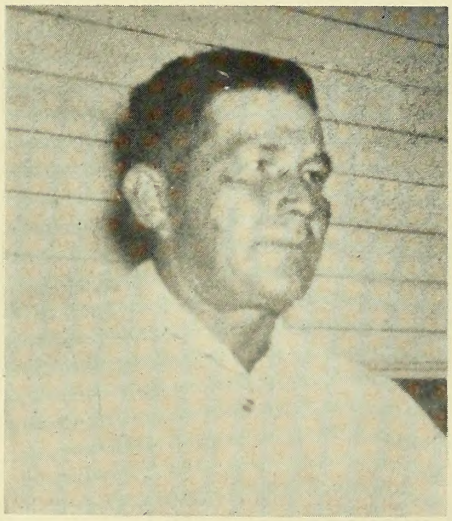


JOHN C. PHILLIPS

One of the veteran mechanics at the Raleigh highway equipment depot is John C. Phillips. He is a Mechanic II.

From January 1, 1921 to April 30, 1928, he worked at the depot as a mechanic's helper and mechanic. Then for three years he left employment with the Highway Commission. He returned in May, 1931, as a truck driver and asphalt distributor operator. He worked in first one and then another of the several highway divisions. In March, 1942, he was transferred back to the Raleigh equipment depot as a mechanic. At present he works under the direct supervision of T. R. Buchanan, Mechanic Foreman.

Son of John and Florence Phillips, he was born October 23, 1902 in Wake County.



CARMIE LEE ALEXANDER

Commenting on his 30 years of highway service, Gang Foreman Alexander says, "I have enjoyed working with the men. My work with the State has been a pleasure. I hope to enjoy the future as much as the past."

Alexander started with the Highway Commission May 15, 1924, with the floating force of R. D. Webb, Foreman. C. E. Hunsucker was Supervisor of regular labor. Two years later, Alexander started operating a tractor. In 1930, he was transferred to Chatham County as a tractor operator under A. T. Ward, Supervisor. March 15, 1937, he was transferred to a rock crusher and promoted to section foreman. He operated a rock crusher until January, 1941, when he was transferred to Lee County as Maintenance Foreman under Supervisor J. L. Stewart. He served in this capacity until he was transferred in August 1953, to Moore County under Supervisor Dexter Hough.

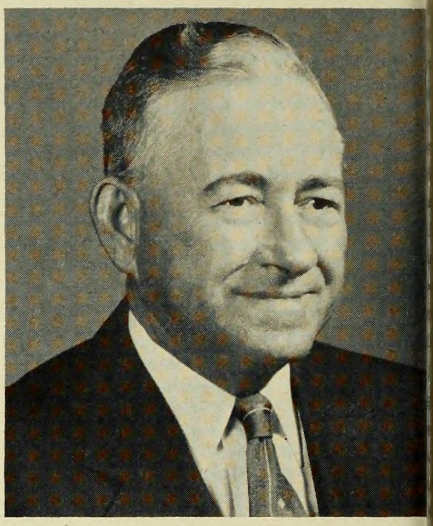
The Foreman was born April 27, 1902, in Troy. His parents are Mr. and Mrs. J. A. Alexander. Young Alexander attended school in Wadeville. In 1935, he was married to Monnie Blue Alexander in Bennettsville, S. C. Today they live in Troy and are members of the Wadeville Baptist Church. They have one son: James Lee Alexander.

The Division Sign Supervisor for Division One is John R. Faucette. Looking back, he recalls, "I began work with the Highway Commission February 5, 1925, as a sign painter's helper in the old First District. From helper, I was promoted to sign painter. July 1, 1941, I was promoted to gang foreman in the Sign Department. October 1, 1947, I was promoted to Sign Supervisor for the First.

In his words, "I was raised on a farm and attended the schools of Nash County. After my schooling, I remained on the farm until I was called to serve in the Army, March 23, 1918. I spent 14 months in the Army during World War I; 11½ months were spent overseas where I served in the Infantry, Signal Corps and Medical Corps.

"After the war, I returned to the farm where I remained, except for one year when I operated a service station, until I came with the Commission."

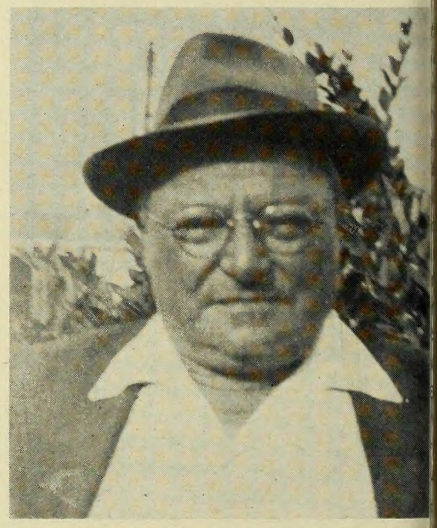
June 30, 1917, he was married to Mamie Bone. They had one son who died at the age of 16 months. They have



JOHN RUFUS FAUCETTE

three daughters and four grandchildre
Their oldest daughter, Frances An
(Mrs. Jack) Manning of Williamst
has two daughters: nine-year old An
and seven-year old Jackie. Mamie Lo
(Mrs. Charles) Hussey of Tarboro h
a three-year old daughter, Susan, and
year-old son, Charles, Jr. The Faucett
youngest daughter, Nancy Jean, is a st
dent in the Ahoskie High School.

The capable sign supervisor was bo
March 23, 1894. He is the son of R.
and Ida Wilson Faucette. A Methodi
he's a steward in the church.



CHARLES W. CROOM

Croom began his long career wi
the Highway Commission as a rodm
back in 1921 under Resident Engine
H. I. Randolph; R. E. Snowden w
District Engineer. He was shortly pr

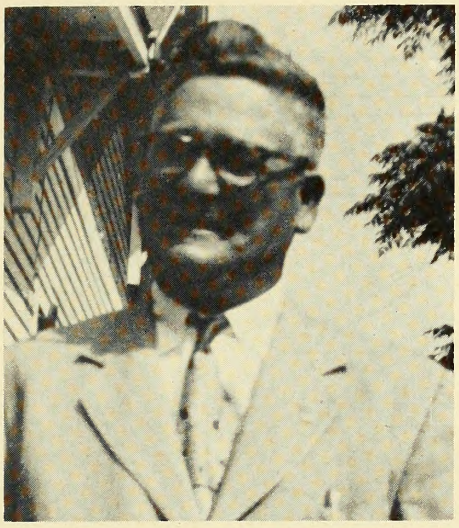
oted to Junior Inspector and then enior Inspector. In 1931, he was anged from construction to mainte- ance and moved to Raleigh as a gang reman under then District Engineer . H. Rogers, Jr.; Dave Rhea was Di- sion Engineer. A year later, Croom was lled back on construction as a Senior ridge Inspector. Four years later he turned as a gang foreman under Di- sion Engineer R. Markham in Greens- oro. When Markham was transferred to ilson as division engineer, Croom went th him. He worked as foreman, sign pervisor and inspector. For several ars he has worked in Wake County, as inspector.

He has worked under every Chief ngineer from Fallis to Rogers and ery Chairman from Page to Graham. oom has worked under 32 different sident Engineers in 35 counties: G. Andriessen, T. J. Boardman, I. S. ggs, C. G. Brown, C. E. Boyd, E. A. ump, J. J. Cole, Withers Davis, E. L. ickson, F. M. Edgerton, C. E. Fere- e, J. W. Ferguson, G. H. Giles, Cecil ice, J. D. Hicks, W. E. Hawkins, Jr., D. Irving, Robert James, Frank ughler, Lilly, Ham Overman, J. L. illips, R. M. Phelps, G. G. Page, Gary ull, F. N. Smith, S. O. Southall, W. D. hite, Lee Whitehead, B. Whiteside, d H. I. Randolph.

In his words, "While it hasn't all en roses and I've had some 'fair eather' friends, most of my 35 years ve been very pleasant ones."

Croom was born November 5, 1893, Lenoir County near Kinston. He was e oldest son of William C. and Ger- ide Croom in a family of ten children. e attended the county schools of the y where one teacher usually taught children of all ages. Later he went to arding school at a high school at interville. His father was a country erchant and farmer. Croom's early ars were spent working on the farm d clerking in the store. During orld War I, he served overseas in ance with the 80th Division until 19. For a year he worked with the lantic Coast Line Railroad as a ship- ng clerk. Then he worked as tractor iver and 'strawboss' for T. H. Gill nstruction on old No. 10, now US 70 Lenoir County.

Charlie was married September 2, 21 to Ethel Ives of Pamlico County. this union, two children were born: arles W. Croom, Jr., of Greenville, d Ethel Ives Croom, now Mrs. E. H. thews of Washington, N. C. There e four grandchildren. His first wife d in 1944. Over a year later, he mar- ried Margaret Renn of Henderson; she died in 1951. Then in 1952, he married Neva May Mitchell of Wake Forest. They live on Route Five, Raleigh. He's a Mason, a Legionnaire and a Methodist. Charlie plans to work until he has to retire on account of age or bad health.



RAYMOND SAMUEL STRATTON

Section Foreman Stratton of Division One dates his highway service from 1924 when he started as a helper under the late Mr. Harris at Roanoke Rapids.

Three years later, he was transferred to Ahoskie and promoted to Section Foreman. In 1931, he was transferred to Conway where he worked till 1938. He was then transferred back to Ahoskie where he has worked ever since.

He is the son of the late William M. and Elizabeth Stratton. He was born March 23, 1899, in Rockingham County. He received his education in the schools of Reidsville.

August 10, 1919, he was married to Mary Belle King, in Lawrenceville, Va. They have two children: William Samuel Stratton, and Mrs. Mary Elizabeth Byrum. The Strattons are members of the Ahoskie Methodist Church.

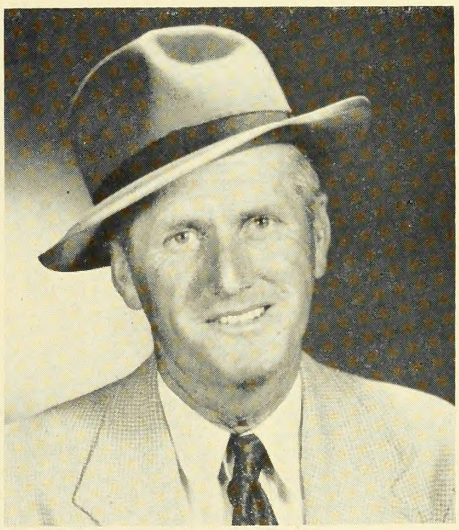
His idea of relaxation is to take it easy around his home with his family. He especially enjoys his little grandson.

Senior Bridge Foreman Pope has worked in practically every county in the east since the State took over the county roads in 1931.

He first worked with T. H. Nunlee, Section Foreman, in Pender County in 1923. The next year he went with the Bridge Maintenance Department. He worked with J. D. Orrell at Turkey Creek. They did some gunite rip-rap work. Next he worked with M. D. Savage at Murfreesboro. When the highway bridge was built across the sound between Beaufort and Morehead City back in the twenties, he helped change the opening of the railroad draw. He worked several years for H. L. Snell. He was promoted to foreman in Durham County in 1931.

Pope was born August 24, 1904, in Atkinson. He is the son of Mr. and Mrs. J. S. Pope. He finished in the class of '17 from Atkinson High School. In 1935, he was married to Ida Whittington in Virginia. They live in Halifax and are members of the Baptist Church. The Popes have three children: 19-year old Peggy, 17-year old Pat, and four-year old Pylon.

The Foreman is a past Master of the Royal Whitehart Lodge No. 2, AF&AM, and the Shrine, Sudan Temple.



JOHN S. POPE

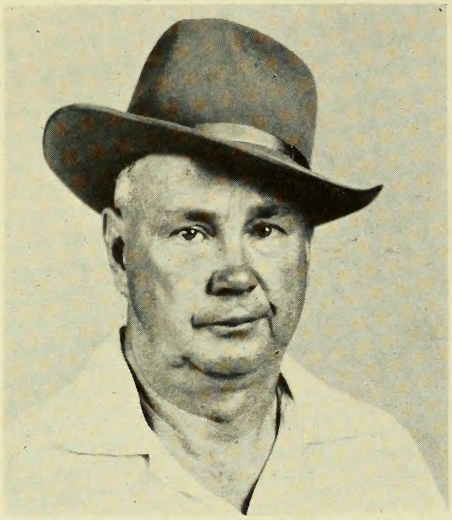
Supervisory Foreman Jenkins of Graham County started work with the Highway Commission, July 7, 1925, as a truck driver. He worked in various phases of maintenance up to his present position. His first 20 years, he worked in Swain County; the last ten he's been in Graham, the majority of the time as Supervisory Foreman.

His fine service has been with the following Division Engineers: J. C. Walker, W. M. Corkill and G. G. Page. His District Engineers have been Ed Ellis, J. H. Councill, J. T. Knight, R. H. Plemmons, Allan Siler, C. W. Lee and E. L. Curtis. His Maintenance Supervisors have included J. T. Corey, E. L. Curtis, D. E. Hyatt, and Grover C. Mauney.

Born April 14, 1905, in Swain County, he is the son of W. T. and Flora Jenkins. October, 1935, he was married to Fannie Elliott of Bryson City.

Looking back, he says, "The first 14 years were hard. With the equipment back then, we loaded and unloaded topsoil and sand with a hand shovel onto a flat body truck. There has been a great improvement in equipment and working conditions over the 30-year period, but I have enjoyed it all."

Off the job, he enjoys fishing and hunting.

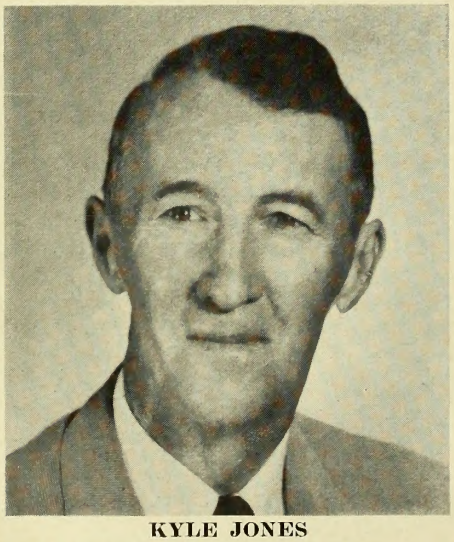


W. V. JENKINS

Road Maintenance Supervisor Kyle Jones of Roxboro lists his favorite off-the job interests as turkey hunting and fishing.

In his words, "It is with much pleasure that I look back over the past 30 years and compare the present situation of roads with those of bygone days. I am proud that I have had a part in such an undertaking, even though mine was a very minor part. I only wish everyone could have as fine a group of people to work with as I have had."

September 1, 1925, he started with the Highway Commission in Lee County. He was under the supervision of Resident Engineer J. A. Kennedy. Since then, Jones has worked on location, construction and maintenance as well as various projects. At present he is Road Maintenance Supervisor for Person County.

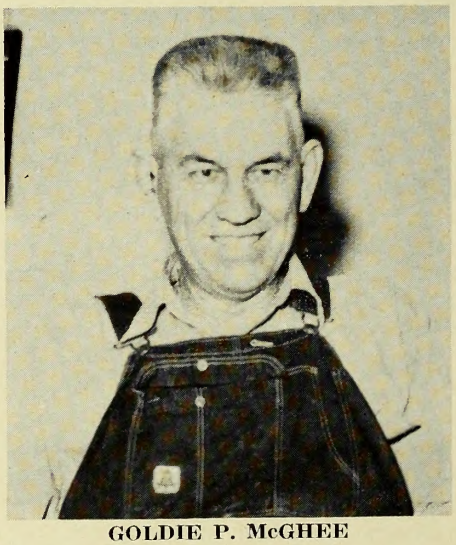


KYLE JONES

He is the son of the late Alston and Hettie Stephens Jones. Born April 8, 1903, in Chatham County, he was educated in the county schools. June 21, 1939, he was married to Elizabeth Snipes. They are members of the Long Memorial Methodist Church where he has served on the Board of Stewards for many years. Jones is a member of the N. C. Society of Engineers.

In April, 1925, Goldie McGhee came with the Highway Commission as a storeroom helper at the Raleigh equipment depot. Later he was a junior supply clerk and worked under the direct supervision of the late E. B. Hamilton.

December 1, 1935, he was transferred to the yard crew. He worked as a special laborer on painting highway signs. In August, 1942, he began work as a oil reclaimer operator. He worked in this capacity until the oil reclaimer was closed down in 1950. Since then, he has been employed as a blacksmith under the supervision of H. C. Gillis, Machinist Foreman. McGhee is a Blacksmith II.

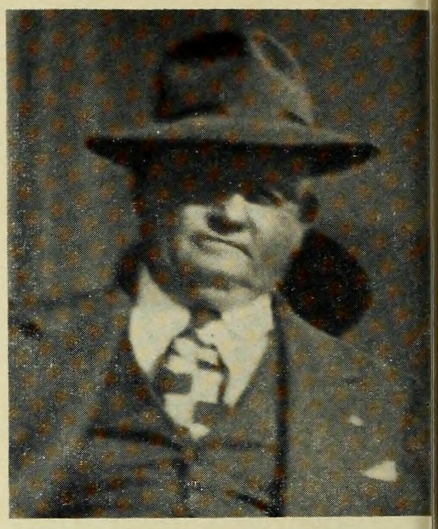


GOLDIE P. McGHEE

In his leisure hours, he enjoys flowers and vegetable gardening at home.

By his first marriage to the late Frances L. Thompson, he has three children: Lacy P. McGhee of Arlington, Va.; Mrs. Pauline (David) Doyle of Cary; and Mrs. Enzie (Eddie) Batts of Cary. He has one grandchild. September 29, 1935, he was married in Durham to the former Lillie Mae Bell of Raleigh.

He was born September 22, 1895. His parents are Charles Henry and Roxie Adeline McGhee. He is a member of the Cary Baptist Church.



EDWARD L. DOXEY

Maintenance Foreman Edward Doxey came with the Highway Commi sion back in 1923 as a helper with V. Cowell in Currituck County.

In 1929 he was promoted to forem of part of Camden where he served f 13 years. At that time, he recalls, mo all the roads he worked were dirt. 1942, he returned to Currituck as mai tenance foreman to replace Cowell wh he retired. He has been in Currit ever since as Maintenance Foreman.

Looking back, he says, "I have enjo ed and found it very pleasant worki with everybody. My past 33 years wi the Highway Commission have be good ones."

Doxey is the son of Columbus a Annie Clayton Doxey. He was born Currituck County in 1899, and educat in the county schools. He was married Fannie Parker, March 16, 1920, Currituck. They have five fine childre Carrie Broy, Eddie, Carl, Russell, Ma vin, and Dewey Roxey. They are me bers of the Baptist Church in Shawbo

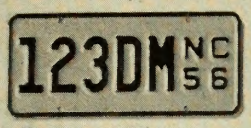
Banks Elected

Otis Banks, executive secretary of t North Carolina State Highway Employe Association, was elected second vi president of the National Conference Independent Public Employee Organiz tions.

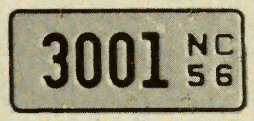
The Conference was held last fall Cincinnati, Ohio, in conjunction with t annual meeting of the Civil Service A sembly of the United States and Cana Nine States were represented at t conference.

Banks was accompanied to the me ing by J. L. McDonald of Greenville, i mediate past State President of the No Carolina highway group.

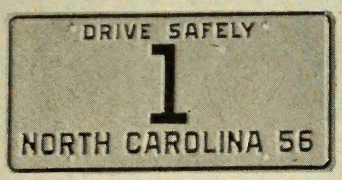
NORTH CAROLINA DEPARTMENT OF MOTOR VEHICLES 1956 LICENSE PLATES



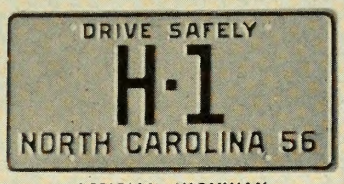
DEALER MOTORCYCLE



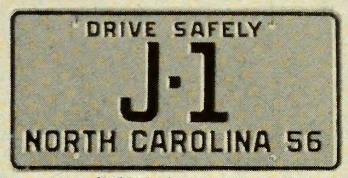
MOTORCYCLE



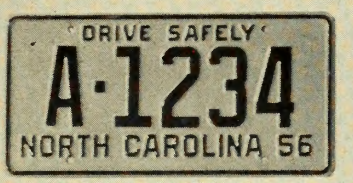
OFFICIAL—STATE



OFFICIAL—HIGHWAY



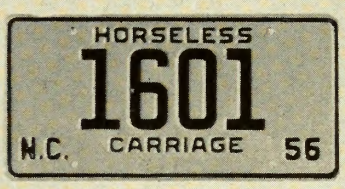
OFFICIAL JUDICIAL



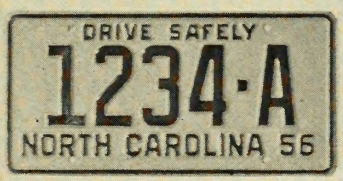
PRIVATE PASSENGER



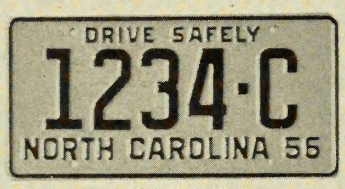
NATIONAL GUARD



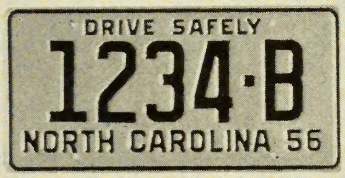
HORSELESS CARRIAGE



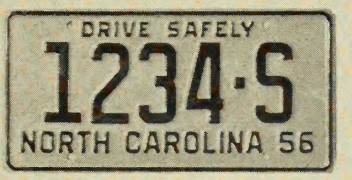
TAXI



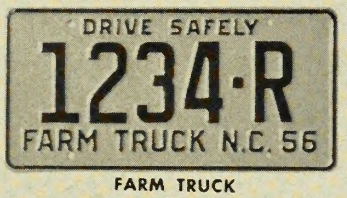
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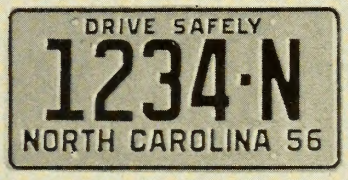
BUS FOR HIRE



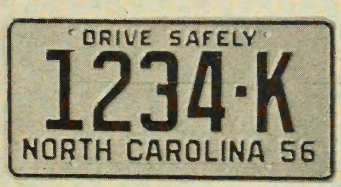
PRIVATE TRUCK



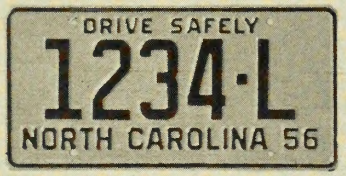
FARM TRUCK



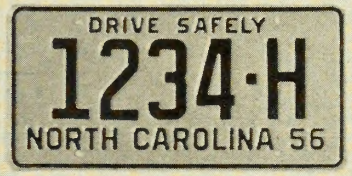
SPECIAL MOBILE EQUIPMENT



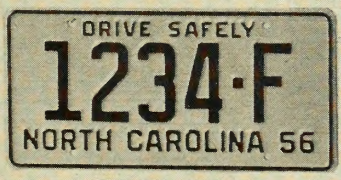
PASSENGER CAR TRAILER



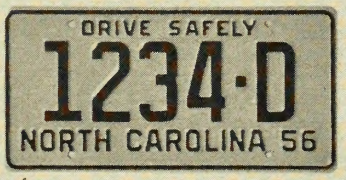
PRIVATE COMMERCIAL TRAILER



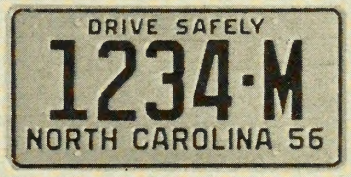
CONTRACT CARRIER



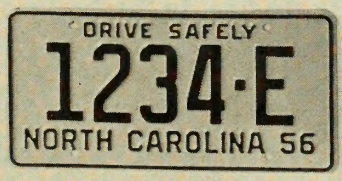
COMMON CARRIER



DEALER



MANUFACTURER



DRIVAWAY



PERMANENT

A wide variety of license plates greeted Tar Heel motor vehicle owners January 3, 1956, when the bright new black-and-orange tags went on sale throughout the State. For the first time, there will be a brand-new Horseless-Carriage plate. Owners of old timey (35 years or older) vehicles may secure the tag for $5. Only one plate is required for '56.

Paving Record Set

A State record in placing plant mix was set last fall when 90,225 tons of bituminous concrete binder and surface course were placed in a ten-week period.

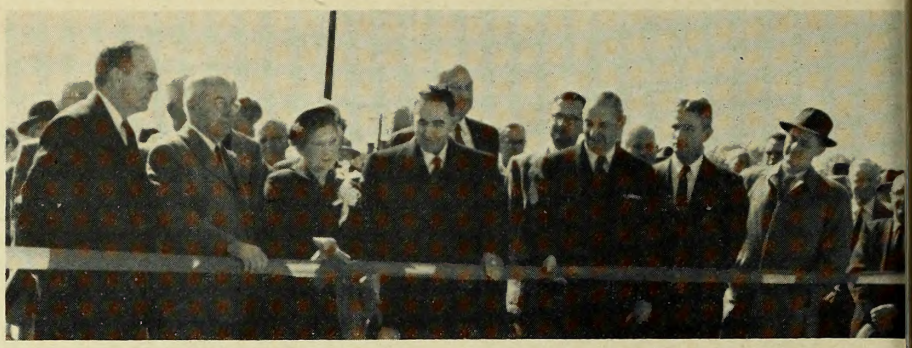
On a 20.48-mile resurfacing of US 158 from Reidsville to Stokesdale in Rockingham-Guilford counties, Rea Construction Company of Charlotte started September 5, 1955. On November 16, Rea had finished placing 90,225 tons of plant mix on top of the old surface-treated road which was built in 1936 and widened to 24 feet in 1953.

By resurfacing, the old pavement was smoothed and strengthened. The State now has a first-class, modern road.

All the resurfacing material came from one plant and was produced in a six-ton mixer. The Cedarapids asphalt mixing plant is fully automatic. The bins were charged automatically; the materials were automatically weighed in correct proportions. The asphalt and mineral filler were added automatically; the time of mixing was controlled automatically. The plant-mix was even dumped automatically into the trucks.

State Bituminous Engineer T. V. Fahnestock says that the automatically-controlled plant gave an excellent, uniform mix and eliminated the possibility of getting a too rich or too lean mix.

R. L. Hickerson was resident engineer on the work. R. H. Greason was roadway inspector. B. Farrington and Bob Canada were the plant inspectors. A. P. Pelt, a former highway employee, was superintendent for Rea.



October 26 was a big day for Raleigh. The new Downtown Boulevard w officially dedicated and opened to traffic that day. Mrs. Vance Baise, widow of t long-time Chief Highway Engineer, cut the ribbons officially opening the boulevar From left, see Former Highway Chairman Henry Jordan, Mayor Fred Wheeler, Mrs. Baise, U. S. Senator Kerr Scott, Highway Chairman A. H. Graha Commissioner Donnie Sorrell, and Raleigh City Councilman Martin Green.

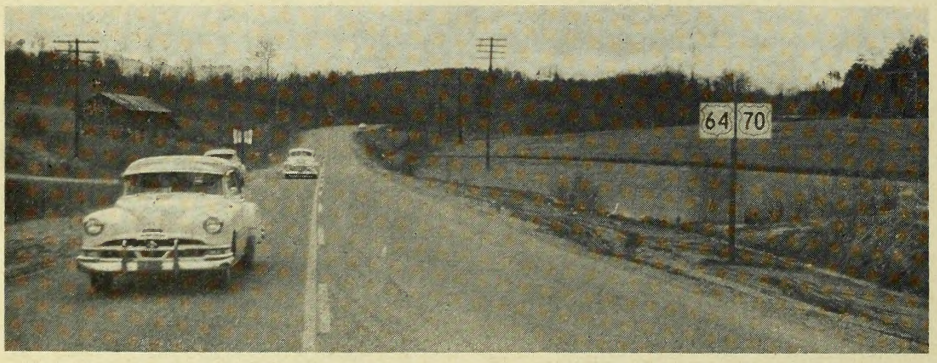
Bypass Dedicated

Highway Chairman Graham was t key speaker at the dedication exercis of the the new US 701 bypass throu Whiteville, November 18.

The portion of the bypass lying with the city limits, Patterson Street, w renamed "Junius K. Powell Boulevar in honor of the Whiteville attorney w authored and engineered the Powell B through the 1951 Legislature. The Pow Bill provides for the annual distributi of one-half cent per gallon of the tot 6¢ gasoline tax to incorporated, activ eligible and qualified municipalities f improvements on non-highway syste streets.

In addition to Graham, other highw officials included Commissioner C. Hasty of Maxton; Division Engineer L. Whitfield of Fayetteville; District En neer E. L. Green of Lumberton; O. Owen, resident engineer on the wor and C. R. Roberts, superintendent maintenance of Whiteville.

The bypass is 4.68 miles long. Dicke son, Inc., of Monroe was the grading a structure contractor. F. E. Boege mov buildings off the right of way. C. G. Ta Construction Company paved the n highway.



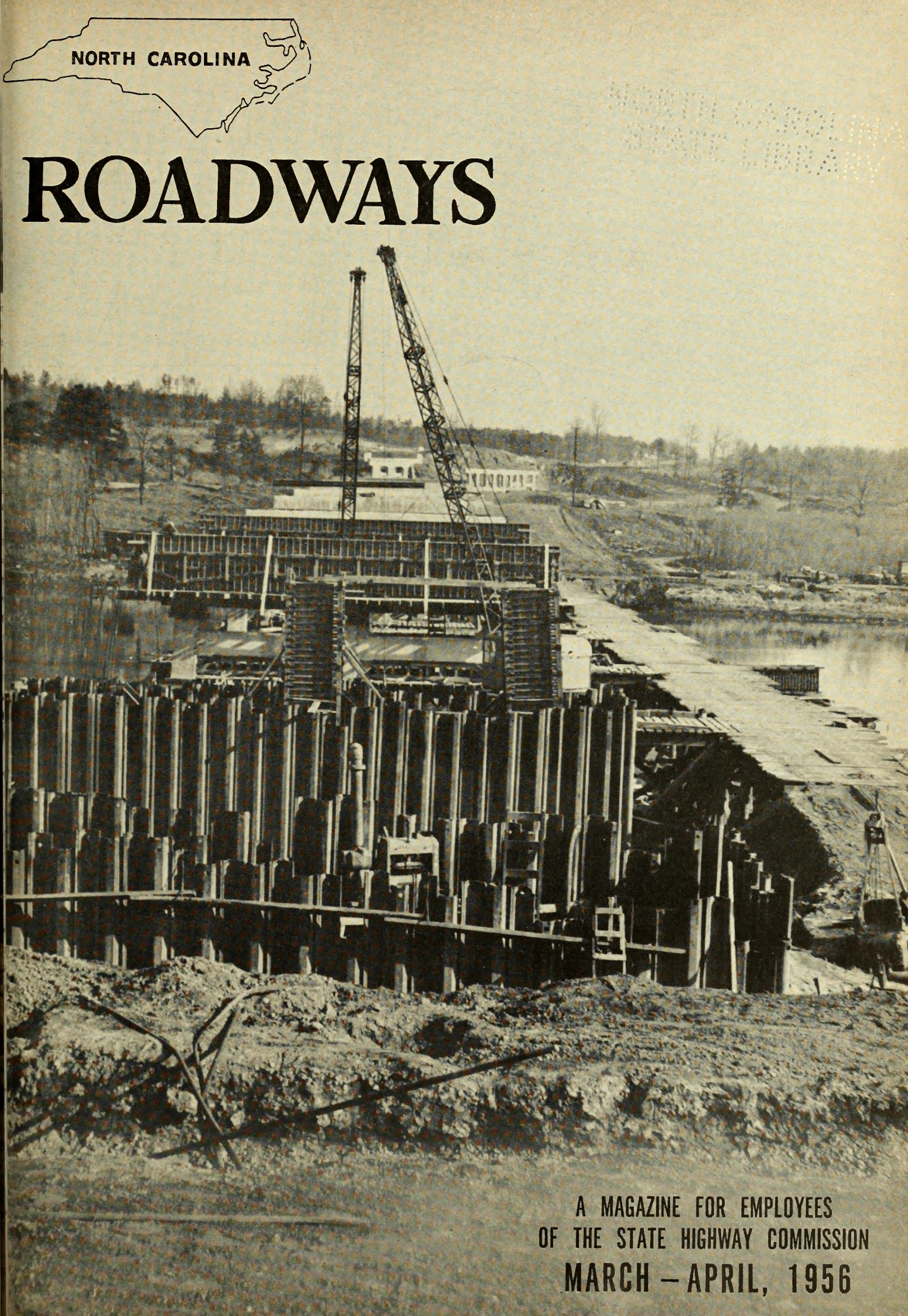
The new "inside bypass" of Morganton was recently completed and opened to traffic after dedication ceremonies in November. The Morganton bypass is 3.257 miles long and runs from US 70 on the east, south of town and west across NC 18 and US 64 to tie back in with US 70 on the west.

Chief Engineer Rogers was the principal speaker for the dedication. The bypass was named "Fleming Drive" in honor of Commissioner J. Fleming Snipes of Marion. After luncheon at the Community House for the local and highway officials, U. S. Senator Sam J. Ervin traced the State's roadbuilding program since 1921. Mayor H. L. Riddle presided both at the luncheon and at the ribbon-cutting. Commissioner Snipes cut the ribbon on the east of the new bypass while Mrs. Snipes and Mrs. Clarence Bohler, secretary in the Morganton Chamber of Commerce, cut the ribbon to the west.

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State Highway Commission
Raleigh, N. C.

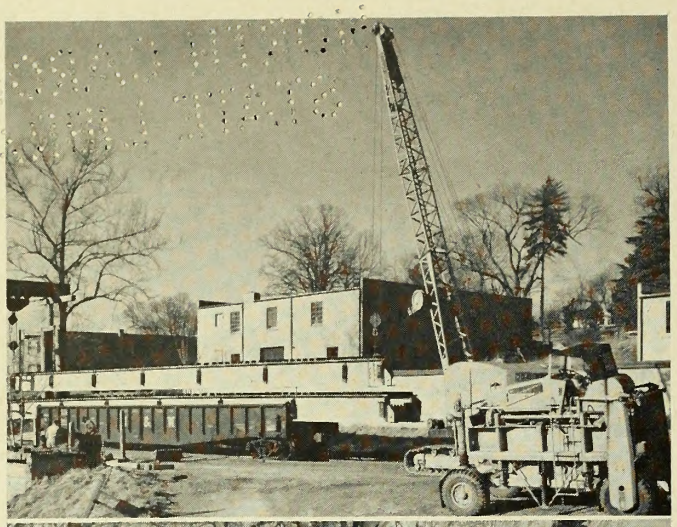
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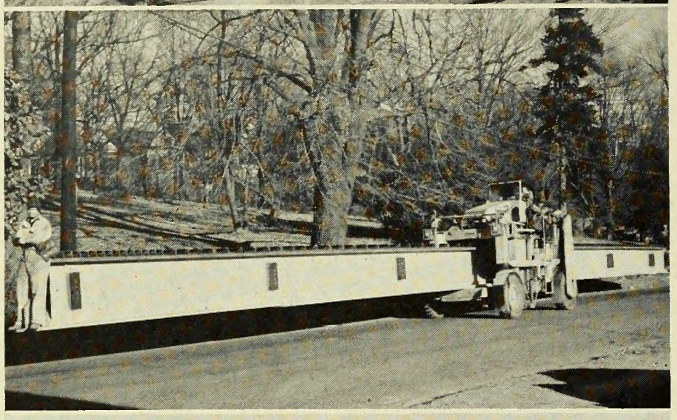


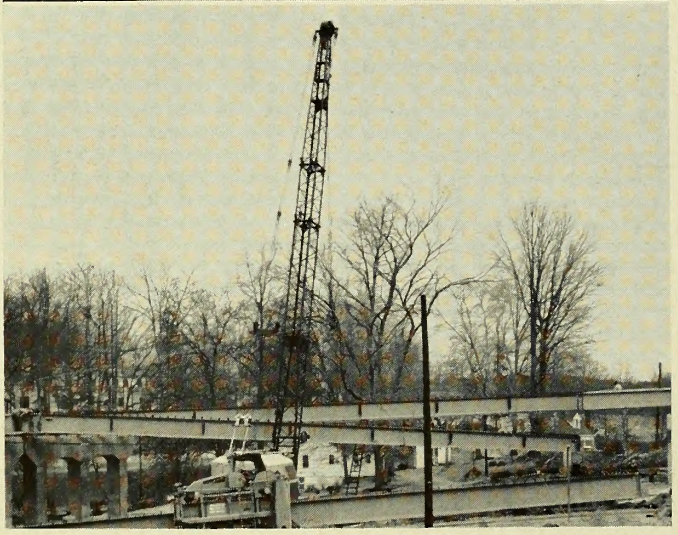
ROADWAYS

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A MAGAZINE FOR EMPLOYEES
OF THE STATE HIGHWAY COMMISSION
MARCH – APRIL, 1956







Sanford Construction is using a crane and special rig in unloading, transporting, and installing 100-foot long I-beams on the many big structures of the Winston-Salem Expressway.

Top picture shows the crane and special rig used in lifting the 18-ton beam from freight car and setting it on timber blocks, at left of railroad car. Next the "Ross Carrier", at right, straddles the beam and clamps under the blocks.

Middle scene shows the carrier hauling the beam to the bridge site.

Bottom picture was made as a crane was placing the beam in Span 3 of the Cloverdale Avenue Viaduct. W. S. Sizer is Resident Engineer on the Expressway.

COVER PICTURE

The 880-foot long bridge over the Yadkin River between Rowan and Davidson Counties is the major structure on the Salisbury Bypass. The structure work, under contract, to Foster and Creighton of Nashville, Tennessee, involves 815,000 cubic yards of concrete, 1,580,990 pounds of reinforcing steel, and 3,343,000 pounds of structural steel! The big river bridge is of I-beam construction and will have a 56-foot clear roadway with a divider median strip. When complete, it will carry heavy car and truck traffic on US 29.

In the foreground note the steel cofferdam, then the cofferdam with pier under construction, the cranes, and the pier with cap being built. In the middle of the picture see the completed piers. The other structure in the background will overhead the mainline of the Southern Railroad. In the distant background the bypass will merge with present US 29 and 70 on the Davidson side of the river. J. A. Kennedy is resident engineer.

In addition to the Yadkin bridge, there are nine other bridges, mostly grade separations, on the project.

—Photo by Jimmy Norris, Bridge Construction Engineer

NORTH CAROLINA ROADWAYS

A Magazine for employees of the North Carolina State Highway and Public Works Commission

Published Bi-Monthly By
THE HIGHWAY INFORMATION DEPARTMENT at Raleigh, N. C.

Volume VI MARCH-APRIL Number

A. H. GRAHAM, CHAIRMAN

STATE HIGHWAY COMMISSION

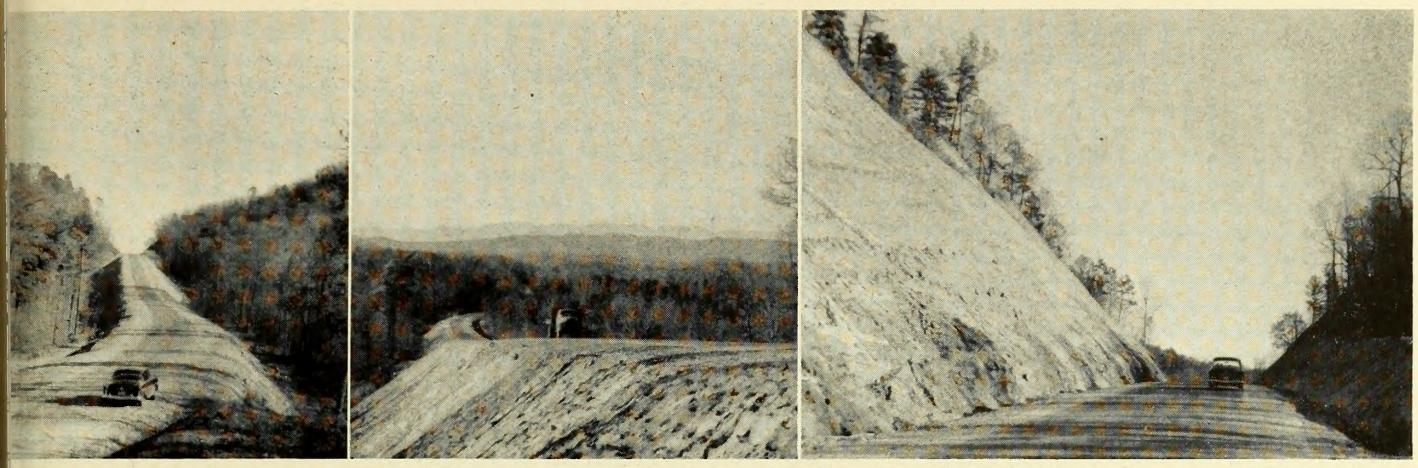
J. Emmett Winslow, Hertford
H. Maynard Hicks, Snow Hill
C. Heide Trask, Wilmington
M. E. Robinson, Goldsboro
Donnie A. Sorrell, Durham
C. A. Hasty, Maxton
J. Van Lindley, Greensboro
Forrest Lockey, Aberdeen
James A. Gray, Jr., Winston-Salem
James A. Hardison, Wadesboro
W. Ralph Winkler, Boone
June F. Scarborough, Statesville
J. Fleming Snipes, Marion
Harry E. Buchanan, Hendersonville

W. H. Rogers, Jr., *State Highway Engineer*
R. B. Peters, *General Counsel*

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Jasper L. Phillips, Greenville
Irene L. Worley, Wilmington
Wade Pridgen, Wilson
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Steve Ammons, Fayetteville
P. L. Welch, Greensboro
Edward C. Darden, Aberdeen
R. B. Fitzgerald, Winston-Salem
Charles R. Smith, Albemarle
Cora Lee McLean, N. Wilkesboro
Jean Cline, Shelby
Dan Turner, Asheville
C. J. Beck, Sylva

Margaret Burk, *Editor*



Resident Engineer J. E. Terrell of Nebo made the above pictures on the relocation of NC 26 in Rutherford and McDowell Counties. The first scene was made near Dysortville. The second was also made near Dysortville and gives a view of the Blue Ridge Mountains in the far background. The last picture shows the 101-foot deep cut through the crest of the South Mountain Range. Terrell's construction party handled the eight-mile rebuilding and paving of NC 26.

State Has Many Road Projects Underway or Planned for 1956

The State Highway Commission let $51,413,196 to contract during calendar year 1955. This was not the full amount of work done by the Commission as there was a big backlog of incomplete, active work which was still under construction.

The contract work in 1955 exceeded the 1954 work by $4 million and the 1953 work by $13 million.

The $51 million figure consisted of $39,054,253 for actual value of contracts, $7,982,595 for necessary rights-of-way, $3,249,692 for engineering and contingencies, and $1,027,656 for incidental work done by railroads, for landscaping and other such items.

Almost $8 million of the $51 million was spent for acquiring rights-of-way. This figure represented more than 15 per cent of the job costs, due to the soaring cost of property rights. Right of way funds do not show up in road improvements but do materially reduce funds available for actual road construction.

The $51 million figure involved 1,306 miles of major improvements or new construction. A total of $29,687,706 came from the State Highway Fund while Federal Aid monies accounted for the other $21,626,490. Federal funds may not be used for maintenance, betterments, or prison-connected work.

In February, 1955, the Commission announced a two-year program of primary highway projects as the goal for 1955-57. Of the $51 million let to contract in 1955, $29,847,050 went for projects in the announced program. The program was based on major primary highway needs as determined by the engineering firm of Parsons, Brinkerhoff, Hall and McDonald following an intensive six-month survey and study made in 1954 of North Carolina's highways, bridges, roads and streets. The more pressing needs of the survey were included in the announced program list although many of the projects had already been let to contract when the program was announced.

The primary highway program was planned to utilize all available Federal Aid funds with matching State monies. Statewide need was stressed in the selection of projects rather than on a strict division allocation basis.

The final construction costs will depend on variations in final quantities, and job revisions, as well as fluctuations in property values and costs. Due to local conditions and inability to secure right of way expeditiously, the Commission planned more work than could be met with actual available funds. The progress of construction, weather and availability of materials has also affected the placing of the proposed work under contract on the planned schedule. Most primary construction involves prior approval by the U. S. Bureau of Public Roads.

Now Under Contract

Some of the major projects already put under contract in the January and February lettings in 1956, include:

Beaufort: Grading and widening US 264 between Bunyan and Yeatsville. Grading and widening US 264 from Belhaven for 7.66 miles to Leechville.

Brunswick: Widening to 22 feet and resurfacing US 17 from northeast of Shallotte for 5.61 miles northeast past Supply.

Buncombe: Grading, paving and structures in modernization of NC 63 from Leicester northwest for 3.4 miles.

Cabarrus: Widening US 29-A for 1.08 miles from its junction with US 29 east toward bridge over Irish Buffalo Creek at Concord.

Craven: Grading, paving and draining in New Bern from west city limits east to carry US 17 and 70 for 1.6 miles to Queen Street.

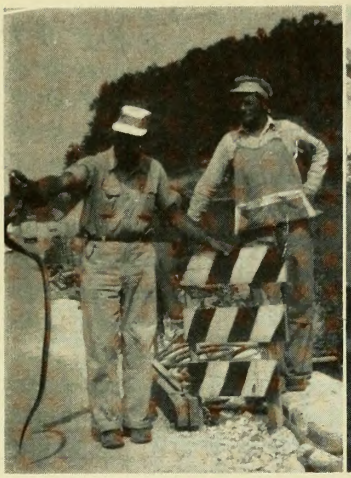
Davidson: Regrading and widening nine-mile section of NC 49 between Yadkin River and the Randolph County line.

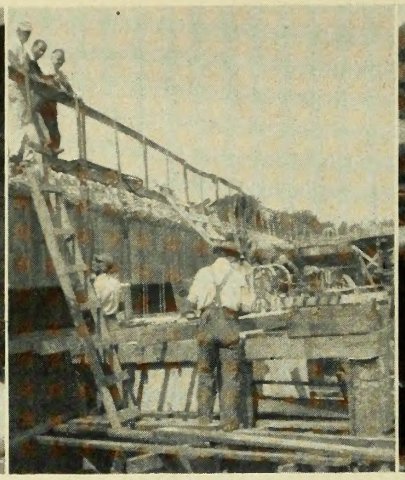
Durham: 5.5 miles of paving eastbound lane of Chapel Hill Boulevard from Durham to Chapel Hill on existing graded roadway.

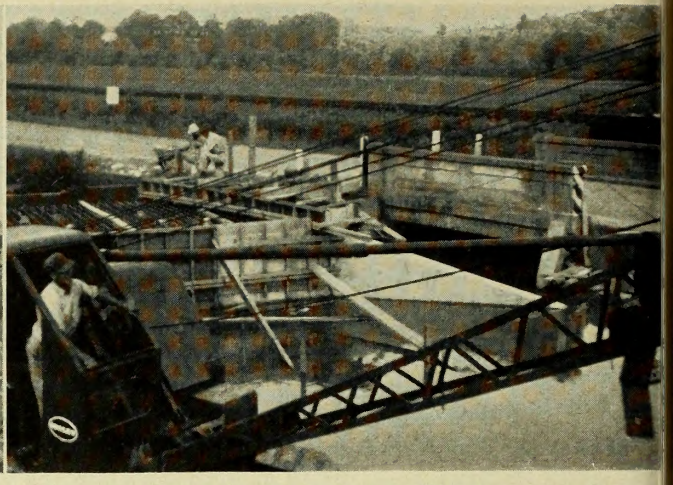
Forsyth: 6.98 miles of grading and structures in relocation of NC 150 from south of the Davidson-Forsyth county line, north across country to south end of Park Circle in Winston-Salem.

Hyde: 10.68 miles of building the first major road on isolated Ocracoke Island. The work will involve placing six-inch compacted stone base, a bituminous surface treatment and several creosoted timber bridges from northeast of Ocracoke Village northeast along Ocracoke Island toward Hatteras.

(Continued on page 2)







There's no telling what you'll run across on highway work. J. C. Gossett displays a six-foot long blacksnake he found on the widening of US 64 at Horse Shoe near Hendersonville. J. W. Pittillo, Jack Harriss, and F. K. Westwood survey structure work on the same project. Third picture shows a culvert being built on US 64. The top slab was being poured. Note the high water and narrow old bridge at right. S. F. Davidson and J. W. Pittillo are in the background.

Construction

(Continued from page 1)

Mecklenburg: 11.55 miles of grading and structures in relocation of US 29 from its junction with NC 49, east of Charlotte, across country on north side of Charlotte, to east of Little Rock Road. This is probably the most extensive structure work ever let to contract in one project by the Commission. The structure work involves over 11 major grade separations. The big highway will be built to the high standards of the Interstate System; will have "controlled access" and will have no grade crossings.

Moore: 3.95 miles of grading and structures from US 1, north of Aberdeen, northwest to NC 2, east of Pinehurst; and 1.22 miles of grading, paving and structures on a county road from US 1, about 0.6 mile south of Southern Pines, south to the Fort Bragg Road at Powell's Lake.

New Hanover: A big bridge over Inland Waterway near Wrightsville Beach on US 74 and 76.

Onslow: Grading, structures and paving for 12.18 miles on a secondary highway from Hollyridge toward the Pender County line.

Richmond: Remodeling, widening and paving US 1 from US 74 in Rockingham, south for 0.55 mile.

Scotland: Modernization, widening, and resurfacing of US 15 and 501 for 8.09 miles from the South Carolina line to Laurinburg Bypass and several streets in Laurinburg; and 22.24 miles of remodeling and resurfacing US 15 and 501 from the Laurinburg Bypass, north to the south city limits of Aberdeen.

Stanly: 1.84 miles of relocating US 52 from the Rocky River Bridge north to Norwood.

Programmed for 1956-57

Major current primary highway needs which will probably be undertaken in 1956 include:

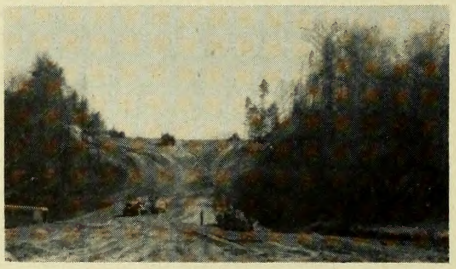
Ashe: Remodeling, rebuilding and paving seven-mile section of NC 16 from near Crumpler to the Virginia State line.

Beaufort: 4.69 miles of paving US 264 between Washington, N. C., and Bunyan on recently-graded new location.

Bertie: A five-mile long bypass on US 17 around Windsor.

Bladen: A new bridge over the Cape Fear River on US 701 at Elizabethtown. Remodeling and widening US 701 from Elizabethtown for 12 miles toward Clarkton.

Brunswick: Grading, draining and widening on US 17 from Shallotte for 8½ miles toward Grissettown. Grading, draining, widening and structures on



A. R. Thompson Contracting Company of Rutherfordton was starting grading and paving operations for the six-mile long rebuilding of US 221 in Rutherford County toward Marion. Heavy grading and extensive structures were involved in the construction. J. E. Terrell, Resident Engineer on the job, made the picture.

NC 87 from NC 130 north for 8.9 miles. The major improvement of a secondary road between Supply and the Columbus County line, a distance of 14½ miles.

Buncombe: Major urban expressway in Asheville to carry US 19-23-70-74 from Smoky Mountain Bridge over the French Broad River to Beaucatcher Tunnel.

Burke: Grading and structures for major relocation of US 70 from NC 18 south of Morganton, west for six miles.

Carteret: A major new bridge over Gallants Channel on US 70 between Beaufort and Morehead City.

Caswell: Major relocation of NC 86 for 10.6 miles between Yanceyville and the Virginia State line.

Craven: 1.1 miles of relocating US 17 through Bridgeton.

Cumberland: In Fayetteville, major improvements to convert Rowan Street into an expressway for NC 210. New section of US 301 for 3.5 miles in vicinity of Wade.

Durham: A new four-mile long bypass around west side of Durham to carry US 15-501. On US 70, a four-lane expressway from the Orange County line to US 15, a distance of 6.8 miles.

Forsyth: Building four-lane pavement on US 158 from US 421, east of Winston-Salem, to present US 158, a distance of 1.3 miles. Grading and four-lane paving in Winston-Salem from present expressway to the west city limits, a distance of 1.5 miles. A major new bridge over the Yadkin River on US 421 between Forsyth and Yadkin counties. Grading, paving and structures for 0.75 mile of the bypass of Old Salem for US 52.

Graham: Grading and paving on NC 28 from Johnson's Gap east for four miles. New grading and pavement on

NC 28 for 5.8 miles from Swain County ine toward Johnson's Gap.

Guilford: Major improvement of a econdary highway in Greensboro be- ween US 29 and Buffalo Creek. Paving f US 29 in Greensboro from north of Market Street to Summit Avenue. A .1 mile long paved connection in Greensboro from East Lee Street at Ivy Street, east to US 70.

Harnett: Grading and paving on even miles of NC 87 from near Spout Springs to the Lee County line. Re- nodeling and widening a section of US 21 from Dunn to Erwin, a distance of .6 miles.

Haywood: Grading, paving and struc- ures in constructing major urban ex- ressway through Canton on US 19 for .7 miles.

Hertford: Remodel and widen NC 350 etween Aulander and Ahoskie for lmost eight miles.

Iredell: Grading and structures on a ew bypass for US 21 at Statesville for distance of 8.5 miles.

Jackson: New grading and paving on JS 19-A and 23 for 6.4 miles between ylva and Willets.

Johnston: A 12-mile long renovation f NC 50 between Benson and the Samp- on County line. A 13-mile long moderni- ation of US 701 from US 301 to the ampson County line. Paving US 301 rom the Harnett County line to US 701.

Lee: Grading and paving 5.5-mile ng section of NC 87 from the Harnett ounty line north to US 421.

Lincoln: Paving a four-mile section of C 150 from Lincolnton south. 5.18 iles of paving Lincolnton Bypass on C 150.

McDowell: Grading, remodeling and aving section of US 221 from NC 26, outh of Marion, south for 5.5 miles.

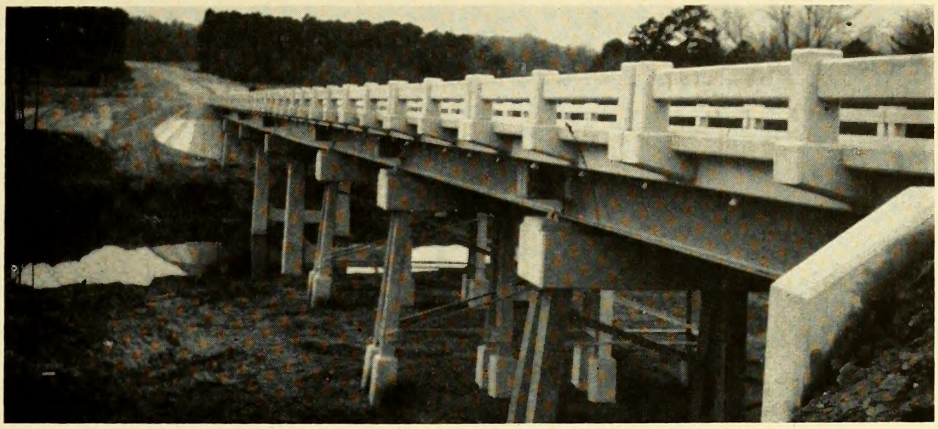
Martin: Widening and resurfacing US 7 for ten miles between Williamston nd the Beaufort County line.

Mecklenburg: Paving relocation of S 21 from Brockenboro Airport north r 9.5 miles.

Moore: Paving four-lane expressway n US 1 in Southern Pines for 5.2 miles.

Nash: Nine miles of relocation and nversion to four-lane design of US 64 etween Nashville and Rocky Mount. onversion to four-lanes of a ten-mile ection of US 301 from Wilson Bypass Rocky Mount Bypass.

New Hanover: Grading, drainage and aving for a new eight-mile long bypass n east side of Wilmington from present S 421 to US 17. Grading, draining and aving from US 17 for 7.6 miles to US 17 at Castle Hayne.



—Photo by Joe Powell, Bridge Construction Engineer.

New 375-foot long bridge across the South Fork River at Lincolnton is part of the structure work on the four-mile long Lincolnton Bypass. Other structures include three grade separations over railroads: one over the Seaboard Railroad at beginning and another at end of project, and one over the Carolina and Northwestern Railroad. There is also a grade separation where the project crosses US 321.

The above picture shows the I-beam construction of the bridge. In the foreground, note the braced steel pile bents encased in concrete at the ground line. The bridge has a 28-foot clear roadway width. Ken Mauney is resident engineer.

Orange: Conversion to four lanes of an eight-mile section of US 70 from the Eno River east to the Eno Station.

Rockingham: Paving 5.3 miles on the new US 29 bypass at Reidsville. Remodeling, grading and paving NC 87 for 5.4 miles between Reidsville and Thompsonville.

Swain: New grading and paving on NC 28 for 4.6 miles between Almond and the Graham County line.

Transylvania: Grading and four-lane paving on NC 280 from Brevard northeast for 2.5 miles.

Tyrrell: A new bridge over Scuppernong River at Columbia, N. C. on US 64.

Union: Complete remodeling and resurfacing of 15-mile section of US 601 from Monroe to the South Carolina line.

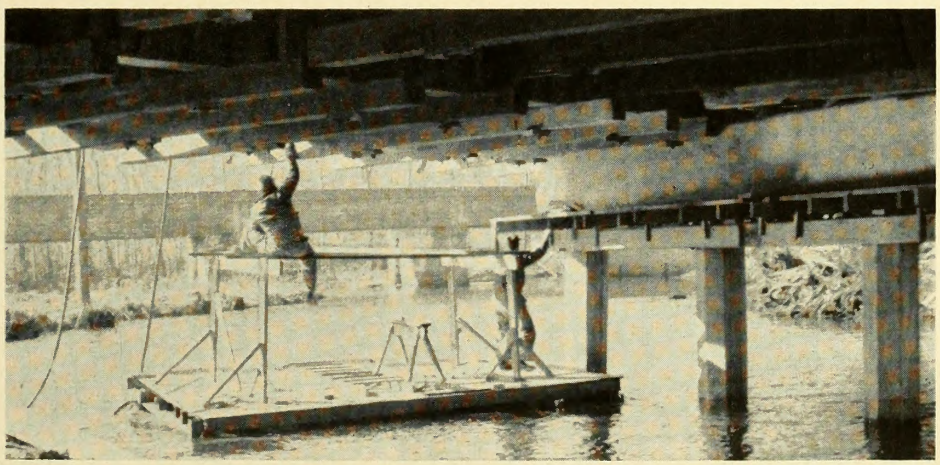
Vance: Paving new ten-mile long Henderson Bypass on US 1.

Wayne: A six-mile long bypass on NC 55 around Mount Olive.

Wilkes: 10.9 miles of paving US 421 on new location from near North Wilkesboro to near Maple Springs. Grading and drainage on 1.7 mile section of US 421 from Yadkin County line west.

Wilson: Converting US 301 to four-lane expressway between Lucama and the four-lane pavement, south of Wilson, for a distance of 6.1 miles.

Yadkin: Grading and drainage on 6.2-mile long section of US 421 from Wilkes County line east to US 21, and 7.9 miles further to US 601.



Dickerson, Inc., contractor on the new Slocum Creek Bridge near Havelock, has his men use a raft to remove the wooden forms from the finished concrete. A scaffold has been erected on the raft. Picture was made by R. W. Parks, Jr., of Dickerson.Bridge is part of dual-laning US 70 below New Bern.

HOLIDAY SCHEDULE FOR 1956: Easter Monday April 2—Memorial Day May 10—Independence Day July 4—Labor Day September 3—Armistice Day November 12—Thanksgiving Day November 22—Christmas December 24-26 inclusive. It is intended that all employees, regardless of the length of their workweek, shall be granted 3 work-days for Christmas. Variations in dates may be permitted for employees on a 5½, 6 or 7 day workweek. This quoted from the Personnel Department's notice on Holidays.

MANY OF OUR MEMBERS have at times questioned our leave allowances. In order to give every person a true picture of how we compare with other States, I am listing herewith comparison data from all the 48 States, showing amounts of leave granted, and the comparison is quite interesting since it seems that we are in excellent condition compared to the average. Also listed is data concerning working hours and overtime pay. All this data is compiled on maintenance forces:

	VACATION		SICK LEAVE			WORKING HOURS AND CONDITIONS				
State	No. Days	Cumulative?	No. Days	Cumulative?	Union?	Per Day	Per Week	Days Per Week	Overtime?	% of Base
Alabama	12	No	12	Yes— 60	No	10	50	5	Yes	100
Arizona	24	Yes—24	12	No	No	8	48	6	Yes	150
Arkansas	10	No	6	No Limit	No	8	40	5	Yes	100
California	15	Yes—30	12	No Limit	No	8	40	5	Yes	100
Colorado	15	Yes—30	?	Yes— 60	No	8	40	5	Yes	100
Connecticut	15	No	15	Yes— 90	Yes	8	40	5	Yes	150
Delaware	16	Yes—30	12	Yes— 60	No	8	40	5	No	
Florida	10-18	Yes—12	12	Yes— 90	No	8-10	40-50	5	Yes	100
Georgia	15	Yes—30	15	Yes— 90	No	10	50	5	Yes	100
Idaho	12	Yes—24	12	Yes— 18	No	8	44	5½	Yes	100
Illinois	10	No	14	No	Part	8	40	5	Yes	100
Indiana	10	No	?	No	No	8	40	5	No	
Iowa	10	No	30	Yes— 90	No	8	40	5	Yes	100
Kansas	12	Yes—18	12	Yes— 90	No	8⅓	41⅔	5	No	
Kentucky	12	Yes—24	12	Yes— 60	No	8	40	5	Yes	100
Louisiana	17	Yes—45	?	Yes— 15	No	9	45	5	Yes	100
Maine	12	Yes—24	12	Yes— 90	No	9	45	5	Yes	100
Maryland	15	Yes—30	30	Yes—100	No	9	45	5	Yes	100
Massachusetts	20	Yes—40	15	No Limit	Part	8	40	5	Yes	150
Michigan	13	Yes—30	13	Yes— 26	Part	8	40	5	Yes	100
Minnesota	15	Yes—24	12	Yes—100	Part	8	40	5	Yes	100
Mississippi	12	Yes—30	12	Yes— 60	No	9	45	5	Yes	100
Missouri	10	Yes—20	10	Yes—100	No	8	40	5	No	
Montana	15	Yes—30	12	Yes— 60	Yes	8	48	6	Yes	150
Nebraska	12	Yes—60	12	Yes— 60	Yes	8	48	6	Yes	100
Nevada	15	Yes—30	15	Yes— 90	No	8	40	5	Yes	100
New Hampshire	15	Yes—30	15	Yes— 90	Part	8	40	5	Yes	100
New Jersey	16	No	15	No Limit	No	7	35	5	Yes	150-200
New Mexico	12	Yes—24	12	Yes— 60	No	8	40	5	Yes	100
New York	20	No	12	Yes—150	No	8	40	5	Yes	100
North Carolina	15	Yes—30	10	No Limit	No	10	50	5	No	
North Dakota	12	Yes—?	12	Yes— 90	Yes	10	60	6	Yes	100
Ohio	10	No	15	Yes— 90	No	8	40	5	Yes	100
Oklahoma	13	No	13	Yes— 30	No	8	44	5½	No	
Oregon	15	Yes—25	12	Yes— 90	No	8	40	5	Yes	150
Pennsylvania	15	No	15	No	No	8	40	5	Yes	100
Rhode Island	13	Yes—13	19½	Yes— 90	No	8	40	5	Yes	150
South Carolina	12	Yes—45	12	Yes— 90	No	9	45	5	Yes	100
South Dakota	15	Yes—30/40	14	Yes— 28	No	8	48	6	Yes	100
Tennessee	12	Yes—24	12	Yes—120	Yes	9	45	5	Yes	100
Texas	10	Yes—20	18	Yes— 36	No	9	45	5	Yes	100
Utah	12	Yes—30	15	Yes— 30	Part	8	48	6	Yes	150
Vermont	12	Yes—30	12	No Limit	No	9	45	5	Yes	100
Virginia	18	Yes—36	15	Yes— 90	No	9½	47½	5	Yes	100
Washington	12	Yes—25	12	Yes— 60	Part	8	40	5	Yes	150
West Virginia	15	Yes—30	18	Yes— 60	Part	8	40	5	No	
Wisconsin	15	No	12	Yes— 60	Field maintenance operations handled through Counties.					
Wyoming	12	Yes—24	12	Yes— 60	No	8	44	5½	Yes	100

Summary of Leave Allowances

Total number States with no vacation accumulation	12
Total number States having more than 30 days cumulation	6
Total number States having less than 30 days cumulation	15
Total number States having more than 15 days per year	8
Total number States having no sick leave accumulation	4
Total number States having no limit on sick leave accumulation	6
Total number States limited on sick leave accumulation	38
Total number States having more than 10 days per year	42
Total number States working 50 hours per week or more	4
Total number States working less than 50 hours weekly	43
Total number States working 45 hours weekly or less	37
Total number States paying overtime	40
Total number States not paying overtime	8
Number of States having National Union Organizations	13
Number of States having organizations similar to NCSHEA	22

CREDIT FOR THIS INFORMATION is given to Highway Research Board of Washington, D. C., and to Mr. B. W. Davis, Maintenance Engineer of SH&PWC, formerly Chairman of the Joint Committee on Maintenance Personnel of the Research Board.

Note: In some instances, some States did not furnish specific information as to amounts.

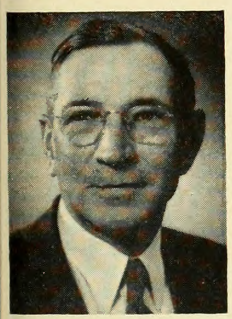
OTIS BANKS, Secretary

Maintenance Operations

by F. M. EDGERTON

District Engineer at Nashville

(Editor's Note: The Area maintenance plan of personnel organization is being tried in all counties of Divisions Four and Ten, as well as several counties in Division Six. The new plan seems to be working very well. We thank Harry Burgin and F. M. Burgin for their informative articles.)



In 1931 when the State assumed responsibility for the maintenance of all county roads in addition to the primary roads, the Chief Engineer with the Division Engineers established a plan for maintenance which has never been materially changed.

This District used to be divided into sections of road ranging in length from 30 miles of hard-surface to 120 miles of dirt. A section foreman plus a helper and truck were assigned to each section. If the section was unpaved, the foreman also had a road machine. He did as much work as possible with this equipment and helper. Prison gangs, working under a foreman and supervised by the maintenance supervisor, from time to time, would do heavy maintenance work or new construction on these sections. This method has varied in several divisions. However, there has never been any graders, few if any bulldozers, and no official sanction of another plan.

In those days, the State had no motor front-end loaders. Most of the work was done by hand or with a road machine. A few of the trucks had a blade attached under the truck for light machining. Labor was our most plentiful commodity. In this modern age it's easy to see why those work methods are now outmoded.

September 1, 1955, District Two of Division Four changed its maintenance organization pattern to the "area system," which had been recommended by the State Maintenance Engineer and others. The district, composed of Nash and Wilson counties, is now subdivided into five areas. Each area, composed of 300-400 miles, is under an Area Foreman who has complete charge of all maintenance work in his area. Usually, the Area Foreman has one or two prison crews, one or two motor graders, and one or two foreman with smaller crews for patching or light work.

The Area Foreman is equipped with a pick-up truck. He covers his entire area in assigning others to specific work. The majority of his time is spent where the most difficult job is being performed.

In addition, there are two Construction Foreman who build roads which have been added to the State system. They prepare the roads for surfacing which is done by the Division Road Oil outfit. The Construction Foreman can stake out new roads to a stated degree of curve. By experience, they are qualified to direct construction. The size of their crews depends on the size of the specific job. They can and do borrow men and equipment from the area forces. The shifting of men from maintenance to construction or from one area to another is at the discretion of the Maintenance Supervisor.

This district comprises a variety of roads, ranging from very flat roads to roads with an eight to ten per cent grade. The soil varies from a dark, sandy loam to a red clay and to a rock formation. About 64 per cent of all roads in our district are hard-surfaced. Our problem varies from drainage in one section to erosion in another.

The maintenance picture has changed so much, both in methods and requirements, that is was necessary to revise the maintenance operation pattern. Rural roads that used to carry only 20 to 30 vehicles per day now carry 100 to 200 vehicles or more daily. The truck and road machine have been replaced with modern motor graders. The hand method of clearing, grubbing and loading materials has given way to time and labor-saving machinery.

The major operation in the early stages of maintenance was dragging to fill ruts, hauling to fill washes, ditching, cutting right of way, and installing pipe or wooden boxes across the road for drainage.

In 1931, each section had its foreman and his helper who lived in the section assigned to them. Usually there was a house for rent wherever we needed to put a man. Today it's impossible to scatter the men in such a way. Today's maintenance requires a different approach.

We hope with this "area unit" of division to have better supervision of all work. It should make preventive maintenance the main objective. When needed, cracks can be poured to prevent spoiling. Ruts beside the pavement can be kept smooth to prevent washing or beating out from traffic. Where side ditches are inclined to wash, stone or other material can be placed to prevent washing. Small obstructions can be removed from drainage ditches to prevent heavy blockage.

Under the "area system" of supervision, banks in cuts can be sloped and turfed to prevent washing. Waste dirt can be used to ease fill slopes for the same reason. This preventive maintenance will save much right of way cutting since the mowing machine operator can easily reach most of the right of way.

Under this revised set-up, surface

(Continued on page 6)

Maintenance

(Continued from page 5)

failures can be spotted and repaired before they require a large patch. Either during or after a rain, we make an inspection to see that surface drainage is properly cared for at the edge of surface-treated roads. By continuous checking, we can reduce "rutting" by traffic and surface damage from freezing.

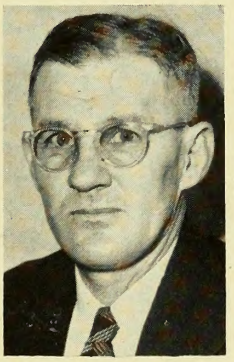
Through personnel meetings, our foremen, supervisors and workers discuss methods of handling the many little problems of maintenance. As a result of these meetings, we feel we are making real progress toward a better maintenance program.

Road Maintenance

by

H. M. BURGIN

District Engineer at Charlotte



Maintenance on highways in the 2nd District of the 10th Division has been increasing in the last few years by leaps and bounds. The tremendous growth of business and homes in this area, together with the large increase in cars and trucks with their traffic loads, have meant increased demands on the Highway Commission.

A constantly ringing telephone in the District Office very forcibly reminds us of these facts. All calls are courteously answered and many matters are settled at once in telephone conversation. Many others demand attention in the field, some are urgent. Danger spots are immediately referred by telephone to proper Maintenance Truck Shed; from which a messenger contacts the proper foreman for necessary repairs.

In Mecklenburg County we have 1,146.83 miles of highways of which 902.13 miles are paved and 244.70 miles are unpaved. To this we add 27.0 miles of new roads each year. In Cabarrus we have 782.57 miles of highways of which 478.23 miles are paved and 304.34 miles are unpaved. To this we add 18.0 miles of new roads each year.

Regular maintenance is referred through Supervisors and Supervisory Foremen to Section Foremen over the affected area. There is a Supervisor in each County; Cabarrus County Supervisor reports to District Office twice each week; Mecklenburg County Supervisor reports every day. All foremen and men report daily to Truck Sheds at either Charlotte, Huntersville or Mt. Pleasant. We have a Supervisory Foreman in each county; under these men are Section Foremen over sections of 235 to 275 miles of road. Each Section Foreman has two additional foremen with prison labor to assist in hand work, on maintenance of shoulders, ditches, right-of-way, pipe lines and other work except hard surface repairs.

A Cold Patch Foreman is assigned to each section to repair holes or breaks in pavement, and to pour cracks. There are four sections in Mecklenburg County and three in Cabarrus County. We have one cold patch crew on upkeep of all pavement on streets that form a part of the State Highway Systems in the City of Charlotte. One "floating" cold patch crew in Mecklenburg County works wherever needed. This crew with a 1,000 gallon Distributor and four dump trucks, with four small spreaders attached, spread several carloads of Kentucky Rock over a few miles of slippery pavement last summer and made them skid-proof and safe in any kind of weather. The Distributor also spreads emulsion or asphalt in Dust Prevention Work, in season.

This floating crew and distributor also seals badly cracked spots on surface treatment with RC-2 Asphalt and No. 11 Stone in the fall of the year, to prevent entry of moisture.

All our cold patch materials are mixed in small concrete mixers. Sand and stone are dried in improvised dryers so as to provide uniform mixes. We also use about 1,000 tons of hot asphalt from a commercial plant, Type F-2 or Type I, mostly in City of Charlotte.

Two Athey Loaders in Mecklenburg County and two Pettibone Mulligan Loaders in Cabarrus County load excess ditch material from side ditching operations during summer months. This material is used to build up shoulders and other places where dirt is required. Equipment also used in ditching with each Loader is: 1 Heavy Truck or Wheel Type Tractor, 1 Road Machine, 2 Motor Graders and 3 to 5 Dump Trucks.

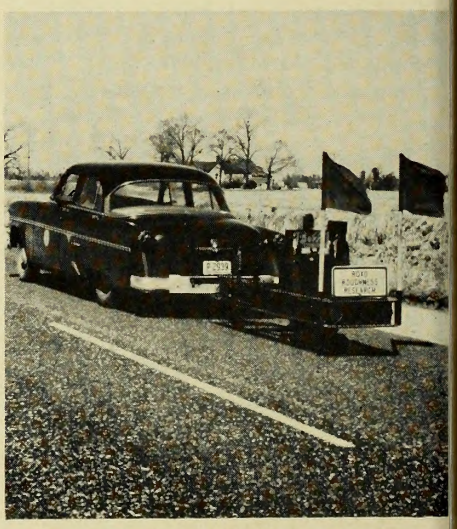
A floating squadron of trucks in each county places surfacing on all roads other than hard surface. A Shovel or Payloader loads these materials.

All Motor Grader Operators are assigned a definite section of unpaved roads and shoulders of heavily travelled hard surface roads to keep smoothed up.

Last year, in addition to regular maintenance work, our forces prepared about 15 miles of roadway for pavement on County Road System in each county. In this operation we smoothed out alignment and grades, pulled up shoulders, placed and spread base material and finished shoulders after our Road Oil Outfit completed surface treatment. The base stone was placed by our forces in Mecklenburg County; the base stone in Cabarrus County was hauled by contract. All base stone was secured from Quarries at Midland and Bakers, North Carolina.

About the end of November all men and equipment are assembled at their respective Truck Sheds and a Snow Drill held. Snow Plows or Snow Drags and Sand Spreaders are attached to trucks and thoroughly greased; lights are tested on all equipment; loaders are also readied for use if needed. We always find that some details need attention so we think the time well spent.

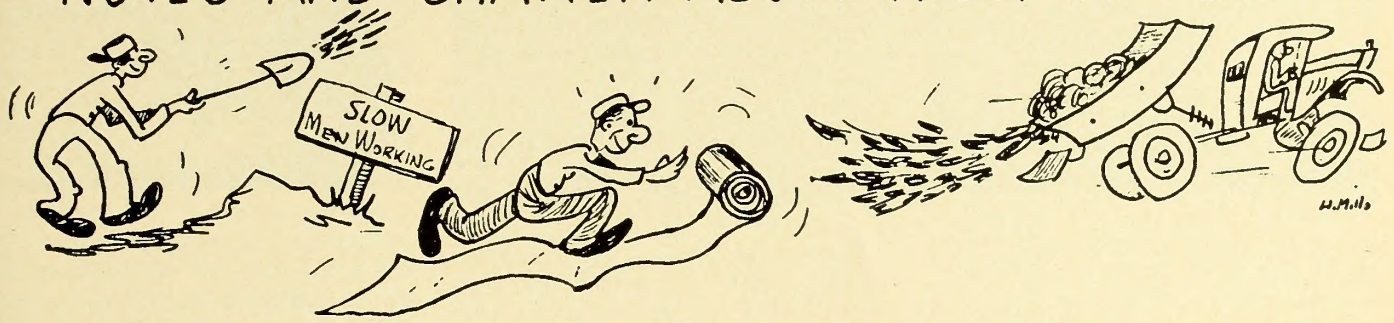
And, on another kind of maintenance, we pick up truckloads of beer cans, paper and other debris from our main highways. Last but not least, may they rest in peace, we buried in Mecklenburg County last year, as a result of telephone requests, 314 dogs, 102 cats, 4 calves, 4 foxes, 1 goat, 1 coon and 2 pigs which had been killed on our highways! ! !



The road roughness indicator is used by the research department of the Division of Materials as a rapid method of measuring the riding qualities of a pavement surface. This is a standard and necessary method of measuring the roughness of a finished surface. The public judges the acceptability of a road largely on its riding qualities.

TAR WHEELS

NOTES AND CHATTER ABOUT HIGHWAY PEOPLE



HEADQUARTERS

FROM ROADWAY . . . *Herman C. Crumpler*, a temporary employee, resigned February 1, to return to college . . . *John Edwards*, another temporary employee, graduated February 1, from State College with a B.S. in Civil Engineering; he's now working part-time as well as studying for his maters . . . *John L. Morson* was hospitalized for several weeks to have an operation . . . *Gaynor May Button* was recently promoted from Draftsman I to Draftsman II . . . *Peggy Bryan* is back as a draftsman after a year's leave of absence to accompany her husband, Clyde, on Army duty in Texas; *Clyde* is now in Korea . . . *Martha and Charlie Enscore* recently moved into their new home in Country Club Hills; they are especially thrilled since they drew the plans and designed their own "dream home" . . . Since this is Leap Year, *Dan Allen* is passing the word that he's eligible and in the market . . . *David L. Squires* was promoted from Highway Engineer I to Highway Engineer II . . . *Charles R. Grissom* has been reinstated as a Draftsman I after attending State College for awhile . . . *Joyce Dean* is sporting a lovely diamond; the lucky man is Douglas Woodlief of Westinghouse Plant; they will marry in April at the Stoney Hill Baptist Church near Wake Forest.

FACTS from Statistics . . . *Imogene Nobles* became Mrs. Bob Powell, January 29, at her home in Winterville; Bob is from Roanoke Rapids and is a junior in electrical engineering at State College after a four-year tour with the Navy . . . The couple have an apartment at 3402 Hillsboro Street . . . *John W. Smith* resigned as Research Analyst to accept a position with the City of Raleigh . . . *Marvin Cates* has recovered from a two-week siege of strep throat.

PRISON NEWS . . . *W. L. Fleming* resigned as Business Manager to accept a position at State College . . . *W. L. Moody* who had been in charge of construction and maintenance of prison buildings was promoted to *Fleming's* job . . . *Mrs. Katherine Vorhees* resigned so that she could join her husband in Germany . . . *Nora Sullivan* resigned when she married and her husband's work took them out of Raleigh . . . Welcome to the following new employees: *Hazel Jones*, *Kathleen Hinson*, *Barbara Sanderson*, *Kathryn Y. Newton*, *Lillie M. Pollard*, and *Decatur G. Brown*.

THE DIVISION of Materials reports that *Grace Pollock* recently has been employed as a typist clerk to replace *Barbara Dean* who resigned in December . . . . *James R. Brandon*, Geologist, resigned to accept a position with the Department of Labor . . . *Nick Costes*, Materials Engineer, also resigned to accept a position with the U. S. Corps of Army Engineers in Wilmette, Illinois . . . Soils Engineer *L. D. Hicks* presented a paper on "Problems in Designing Flexible Pavements for Heavy Traffic" at the N. C. Society of Engineers' meeting in Greensboro, January 26-28 . . . *Wiley Brown*, also of the Soils Department, resigned as lab technician to accept a position with the Attorney General's office.

BRIDGE NEWS . . . Mr. and Mrs. *Ben Terrell* announce the birth of their second child and first daughter, Virginia Anne, January 14 . . . *John Collier* of the Structure Survey Division and his wife



There was a ripple of exeitement when beauteons Miss North Carolina, Raleigh's own Faye Arnold, paid a surprise visit recently to the Eqnipment Department. It was a real treat for some of the Raleigh highway crew to line np for a pieture with Faye. The lone man with big smile is J. R. Ray. From left, standing, see Beatrice Harrison, Vera Graham, Shirley Langdon, Minnie Lou Lamm, Sarah Peele, Jewel Kidd, Frances Stephenson, and Mozelle Holland. Faye is seated in middle.



Senorita Elsa Vera of Ascunsion, Paragnay, South America, and Senora Maria Cortes of Managua, Nicaragua, Central America, were recent visitors in the Commission headquarters in Raleigh. Highway Personnel Director Earl Crump made the introductions and explained highway personnel policies.

The young women are studying office and personnel management in America under grants or scholarships from the International Cooperation Administration. Elsa is the Administrative Assistant in the Office of the Director of Administrative Services of the U. S. Operations Mission to Paraguay while Maria is a key administrative employee in the central office of the Nicaraguan Highway Department.

welcomed their third son, Bryan David, January 6 . . . Hydrographic Engineer *W. S. Winslow* attended Drainage Committee meetings of the Highway Research Board in Washintgon, D. C., in January . . . New employees in the drafting room include *D. M. Macrini*, *James M. Dawkins*, *David S. Jordan*, and *Joseph R. Wilson, Jr.* . . . Three men have recently resigned from their work in the drafting room: *John C. Enright*,, *A. W. Bachman, Jr.*, and *Joseph D. Georgis* . . . After getting sick from smoking one of the free cigars passed aronnd by a proud father, *A. L. "Barney" Barnett* posted this notice: "Resolved not to smoke any more cigars unless *Bill Brown* gets married or someone has twins, triplets or more" . . . *George Y. Stradley* was out sick a week in February . . . *A. W. Moore* was promoted from Bridge Design Engineer I to Bridge Design Engineer II.

EQUIPMENT reports that a son was born January 31, to *Doris Jean Barham*, a former employee who now lives in Rolesville . . . *Mary Lou Huffman* transferred to Construction to take the job left vacant by the resignation of *Carolee O'Neal* . . . *Lorena T. Jones* was employed to replace *Mary Lou* in Equipment . . . Out at the shop, *Dorothy Warner* was employed to replace *J. F. Cosby* who resigned to go with General Motors Acceptance Corporation . . . *Clemouth Edward Pollard*, a machinist, resigned January 20, to go with the American Machine and Foundry Company . . . *H. O. Layton* of the Equipment Depot is recuperating at home after a recent hospitalization . . . *H. A. Stone* was also in the hospital . . . *Curtis Simmons* was injured on the job and is now in Duke Hospital . . . *David Jones* of the Magneto Shop has been out sick . . . Sympathy goes to *James Page* in the death of his brother in Jannary.

LETTIE LYLES recently transferred to the Assistant Attorney General's office . . . She was replaced as secretary in the Safety Department by *Mrs. Pat Allen*.

BRIDGE MAINTENANCE NEWS . . . *Pam Connelly*, former secretary who moved to Hopewell, Virginia, with her husband when he finished State College, was recently selected as "Valentine Girl" of the Beta Sigma Phi Sorority in Hopewell . . . *Charlie Biggs* and *T. B. Gunter, Jr.*, really brought back the birds after a big bird hunt near Lumberton in January . . . *Gwen Hamrick* and her husband, a senior at State College, recently spent the week-end with their respective parents in Gastonia . . . *Floyd S. Yount* is recuperating at his home in Hickory after being hospitalized from on-the-job injuries; ribs on his left side were broken in a January accident.

HIGHWAY PURCHASING . . . *Elizabeth N. Starling* resigned to accept a position with the Employment Security Commission . . . *Shirley Hilburn* of South Boston, Virginia, was employed to take *Elizabeth's* place as a stenographer-clerk I . . . *Repa Morgan McDaniel* resigned February 1; *Mrs. Janice Lee* of Zebulon replaces *Repa* as a Typist Clerk I.



January 27, was a red letter day in the life of Harvey Fred Waller, Jr. As Charles McCrary of Asheboro came to Raleigh on behalf of his father, the late D. B. McCrary, to present the tenth and final award for outstanding and meritorious service to the Highway Commission to Waller. The presentation was made in noon ceremonies in the auditorium of the highway building. From left, see Chairman Graham, McCrary, Waller, Chief Engineer Rogers, and Materials Engineer C. E. Proudley.



Mrs. W. G. (Pat) Allen, a safety expert in her own right, is the new secretary in Tarvia Jones' Safety Department. She is holding the Carol Lane Award in Traffic Safety which was presented to her by the Shell Oil Company in 1955 on behalf of the National Safety Council. The award was given in recognition of her outstanding contributions to highway safety in 1954. The award program honors organizations and individnals who support activities for greater traffic safety and whose efforts wonld otherwise go unrecognized. The name of Mrs. Allen was submitted by members of the Raleigh police departmcnt and carried endorsements from other city and State officials.

Pat is a member of the Governor's Traffic Safety Conncil, Safety Chairman of the Raleigh Woman's Club, and chairman of the Raleigh Traffic Safety Conncil.

ELIZABETH AND WILLIAM HUGHES are sporting a new Pontiac . . . Elizabeth is the efficient secretary in the Chairman's office.

INA FERRELL and her sister, Ethel, had their cousin, Mrs. C. Walton of Sequoyah as a week-end guest recently . . . Mrs. Walton showed them colored slides which she had taken in Alaska.

JOHN E. GRIFFIN has been employed as a Landscape Supervisor II in Division Eight at Aberdeen . . . *Kay Harris*, secretary in the Raleigh Landscape office recently spent a week vacationing at her home in Roanoke Rapids.

BITUMINOUS NEWS . . . It's good to have *Graham Egerton* back on the job after his being out several weeks with

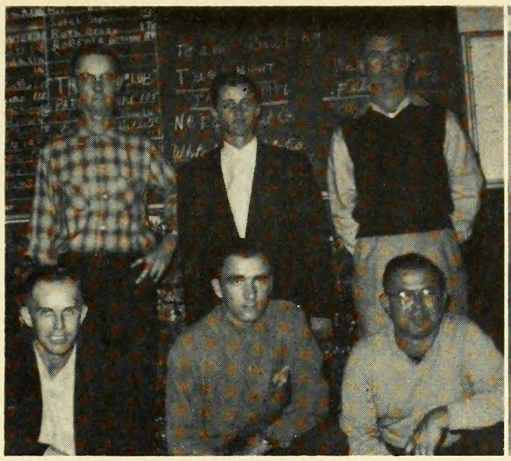
bronchial pneumonia . . . Bituminous Engineer *T. V. Fahnestock* attended the week-long Asphalt Paving Technologists meeting in Cleveland, Ohio, in February.

IN CONSTRUCTION, *Carolee O'Neal* resigned to return to her home in Manteo where she is working with the State Board of Education.

HIGHWAY Personnel Director *Earl Crump* and his wife, Sarah, spent a recent week-end in Washintgon, D. C., with her sister . . . *Sam Badgett* is back on the job after a bout with a virus.

LEGAL NEWS . . . Milton and *Alice Gorham* have recently moved from Raleigh to a farm in the country where they hope to have a vegetable garden . . . Their son, Pete, will be home in March on his spring leave from the U. S. Naval Academy . . . Attorney *Parks Icenhour* is interested in borrowing a garden tractor for the vegetable garden he plans to cultivate.

IN ACCOUNTING . . . *Mary Jane Coppedge* and *Margaret Webb* are working temporarily . . . *Mrs. Ann Parrish* has been employed on a permanent basis as a bookkeeping machine operator.





The highway boys in Greenville have organized two bowling teams in the eight-team Industrial League. Team No. 1, composed of J. C. Boyd (kneeling), Lloyd Wilson, G. A. Taylor, Jr., and standing, from left, Fred Edwards, Tom Forbes, and Clinton Cox, is currently holding fourth place.

Team No. 2 composed of Johnnie Pollard (kneeling), E. D. Credle, Charles Yohn, and standing, from left, Ralph Bailey, Johnnie Edwards, Wayne Strawn, and Bill Hendrix, is currently in first place.

DIVISION TWO

JASPER L. PHILLIPS
Division Correspondent

THE EQUIPMENT Department employees plus wives and husbands enjoyed their annual Christmas Party at Respess-James, December 16 . . . Gifts from the employees were presented to *J. L. McDonald* and *L. F. Waters* . . . *Mrs. Bratha Abee* and *Miss Anne Askew* were remembered with a gift from the fellows.

THE PITT County Chapter of the NCSHEA has, by individual donations, recently purchased a new wheel chair . . . The chair is presently in use, but it will be kept at the Division Shop at Greenville where it can be loaned to any Unit Two employee . . . The Pitt folks hope the chair remains idle . . .However, like any other insurance, it's there if needed.

JUST BEFORE Christmas, the following mechanics at the Division Shop moved into their respective new homes: *Leon B. Cox*, *H. L. Briley*, and *P. L. Fields*.

WELCOME to *R. C. Mills*, a new employee with the Equipment Department in Greenville.

VACATIONS . . . Mr. and Mrs. *G. C. Phillips* spent Christmas with their children in Durham . . . The *J. F. Pooles* spent nine days in Miami, Key West and other interesting Florida cities . . . Pvt. William D. Catlett visited his parents in November before leaving for overseas duty; Mr. and Mrs. *S. V. Catlett* accompanied him to Fort Dix, N. J., and then visited in Philadelphia en route home . . . *V. R. Barnette* and *L. F. Waters* have recently been on vacation.

MARK B. OUTLAND of Road Oil is recuperating satisfactorily at his home in Rich Square; he was injured in an automobile accident back in December.

PFC. Preston L. Fields, Jr., of Ft. Benning, Georgia, spent Christmas with his parents . . . Last fall, he took part in "Operation Sagebrush" in Louisiana.

THE SICK LIST did include *O. S. Denby*, *Bobby Wadford*, and *W. F. Haddock*.

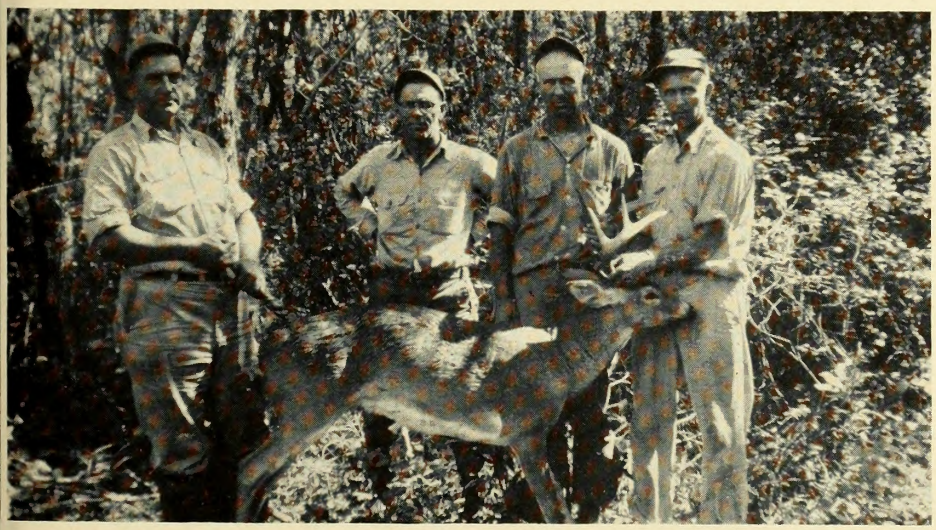
AFTER being hospitalized briefly, *Leon B. Cox* and his wife, Verna, are recuperating.

SYMPATHY is extended to *H. L.* and *J. L. Briley* in the loss of their brother and to the family of *Edgar Briley* who died December 25, after a short illness in the Pitt Memorial Hospital . . . *Edgar* had been a Section Foreman in Greenville for about 15 years; he is greatly missed by all who worked with him.

THE PITT Chapter of the NCSHEA had a big barbecue Friday night, March 9, in the division garage.

C. A. BOYD was promoted from Gang Sub-Foreman to Section Foreman upon the death of *E. L. Briley*.

WHEN J. E. WOODS was transferred to Washington, N. C., as Bridge Tender, *O. C. Boyd* was promoted from Section Foreman to *Woods'* job of Gang Foreman.



Four happy hunters display the results of a successful weekend deer hunt. From left, that's Clyde Burnett, Section Foreman in Craven County; John T. Adams, Road Maintenance Supervisor in Lenoir County; Earl Bender, Supervisory Foreman in Jones County; and Earl's brother, James Bender.

FRED C. WOOLARD of Washington, N. C., now has been put on the permanent payroll as a truck driver.

A. C. BRILEY, who was out sick during December and January, returned to work February 1.

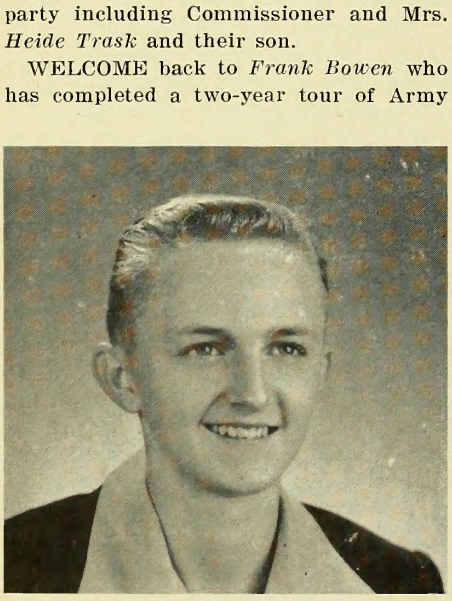
DIVISION THREE

IRENE L. WORLEY
Division Correspondent

BRUNSWICK County employees in maintenance, Prison and Equipment Departments plus their families enjoyed a delicious barbecue supper, December 21, at the subshop in Shallotte . . . More than 150 people were present, including Santa Claus who brought fruit, candy and nuts for the kids . . . Prizes, donated by two local business firms, included a 24-pound turkey, ten sets of china, table lamps, fruit cakes, candy, clocks and other articles . . . Rev. Ricks of Shallotte, accompanied by his wife, was Master of Ceremonies . . . Other guests included District Engineer and Mrs. *R. A. Ashworth*, and Assistant Landscape Engineer *J. A. Saunders*.

THE SUPERVISORY Personnel of the Wilmington office plus wives and husbands enjoyed their Christmas party at the Wrightsville Marina, December 14 . . . After a fine meal, a few impromptu "talks", and the singing of Christmas carols, gifts were exchanged . . . Division Engineer *C. E. Brown* served as Santa Claus . . . About 30 people attended the party including Commissioner and Mrs. *Heide Trask* and their son.

WELCOME back to *Frank Bowen* who has completed a two-year tour of Army duty and is now with the Landscape Department.



Larry J. Burnworth entered the Armed Services January 15. He is stationed at the Great Lakes Naval Training Center in Chicago, Illinois. His father, H. R. Burnworth, is an experienced mechanic at the division shop in Greenville.



Mr. and Mrs. William D. Cannon will celebrate their first wedding anniversary August 22. The bride is the former Barbara Jean Vandiford. The groom has been employed with the Sign Department in the Second Highway Division for about five years.

MR. AND MRS. *H. D. Parrish* made a brief visit with relatives in Jacksonville, Florida, before Christmas . . . *Parrish* is a mechanic at the Shallotte subshop.

SYMPATHY is extended to the family of *Oscar Sellers* of Supply who died January 7 . . . His son, *D. O. Sellers*, is a Section Foreman Helper in the Shallotte Maintenance Department . . . Sympathy also goes to *J. H. Norris*, Road Oil employee, in the death of his mother, Mrs. George Norris, January 5 . . . And to the family of *W. E. George, Sr.*, Division Landscape Supervisor who died December 24.

H. W. WOOD has recently transferred from Division Two to the Construction Department in Jacksonville.

MRS. R. A. ASHWORTH, wife of the District Engineer at Burgaw, is recovering nicely from a broken leg she received New Year's Eve.

W. T. HALL'S son, Tommy, is also recuperating from a recent operation . . . Tommy works with DuPont in South Carolina; his father is Maintenance Supervisor for Pender County.

IT'S good to have *L. R. Merritt*, Division Sign Supervisor, back on the job again . . . He had been out sick for quite awhile.

DIVISION FOUR

WADE H. PRIDGEN
Division Correspondent

CONGRATULATIONS to Mr. and Mrs. *Edward A. Fortier* upon the birth of their child, Edward A. Fortier, Jr., December 31 . . . The mother is the former Catherine M. Dickens of Littleton . . . The father is an engineering aide II in Resident Engineer *E. S. Peabody's* construction party in Weldon . . . *Fortier* is Scoutmaster of Troop 328 which has 22 lively scouts . . . *The Fortiers* were especially delighted with their son since he's their first child in 11 years of marriage.

WELCOME to *William Edward Coggins* and *Bobby Dee Trevathan*, newly-employed truck drivers in Edgecombe County, and to *Ralph E. Coates*, a recently reinstated employee in Halifax County.

SYMPATHY is extended to Mrs. W. T. Pollard and daughter in the recent drowning of *Mr. Pollard* . . . He had been a machine operator in Edgecombe since 1949.

A SIGN and Safety meeting was held January 11, at the prison camp in Wilson . . . Many employees attended . . . Traffic Engineer *Robert Burch* moderated a speaker's panel consisting of Chief Engineer *W. H. Rogers, Jr.*, Construction Engineer *W. E. Hawkins*, Statistics Engineer *J. S. Burch*, Bridge Maintenance Engineer *C. B. Taylor*, and Safety Director *Tarvia Jones*.

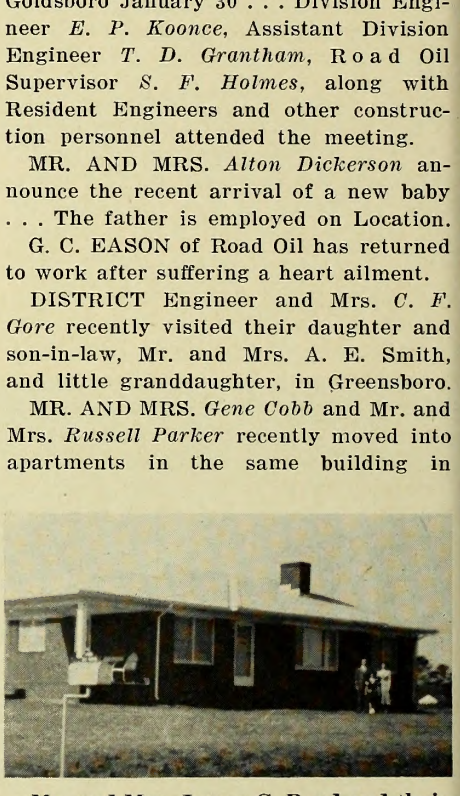
AN ASPHALT conference was held in Goldsboro January 30 . . . Division Engineer *E. P. Koonce*, Assistant Division Engineer *T. D. Grantham*, Road Oil Supervisor *S. F. Holmes*, along with Resident Engineers and other construction personnel attended the meeting.

MR. AND MRS. *Alton Dickerson* announce the recent arrival of a new baby . . . The father is employed on Location.

G. C. EASON of Road Oil has returned to work after suffering a heart ailment.

DISTRICT Engineer and Mrs. *C. F. Gore* recently visited their daughter and son-in-law, Mr. and Mrs. A. E. Smith, and little granddaughter, in Greensboro.

MR. AND MRS. *Gene Cobb* and Mr. and Mrs. *Russell Parker* recently moved into apartments in the same building in



Mr. and Mrs. James C. Boyd and their daughter, Phyllis, are standing in front of their recently completed new home on West Ragsdale Road in Greenville. Mrs. Queenie Clark, mother of Mrs. Boyd, lives with them and took the above picture. Boyd is a highway employee in the Second Division.



Betty Carol Morton, 13-year old daughter of Mr. and Mrs. Maxwell A. Morton, has been a patient in the N. C. Orthopedic Hospital in Gastonia since August, 1955; she is receiving treatment for a spinal curvature. Christmas Day, her parents, her sister (Mrs. James E. Pendergraph), her niece (Debbie Neer), and her aunt (Miss Sadie Morton) visited her in the hospital. Her father is a highway employee at Jacksonville.

Weldon . . . *The Cobbs* came from Roanoke Rapids; *the Parkers* from Halifax . . . *Cobb* and *Parker* are engineering aides on construction.

IT'S GOOD to have Resident Engineer *H. P. Taylor* of Tarboro, *J. H. Carter*, *J. G. Brown*, and *V. B. Coker*, all of Tarboro, *A. C. Harlow* of Enfield, and *E. D. Harlow* of Littleton all back on their respective jobs after illnesses . . . *Taylor* had a siege of flu and mumps.

GET WELL WISHES go to Mrs. *G. R. Lancaster*, wife of the Mechanic, who recently had an operation in the Roanoke Rapids Hospital . . . To Clark and Martha Butler, children of Highway Engineer II *Elmo* and Mrs. *Butler* . . . To Haywood and Luther Cochrane, twin sons of *Mrs.* Frances Cochrane who is secretary to District Engineer C. F. Gore in Weldon.

THE A. Z. CRISPS report the birth of a son, December 8 . . . The father is a truck driver with Nash County Maintenance.

A NEW EMPLOYEE in Wilson County Maintenance is *W. H. Vaughan* of Sims. He started as a truck driver January 1.

DIVISION FIVE

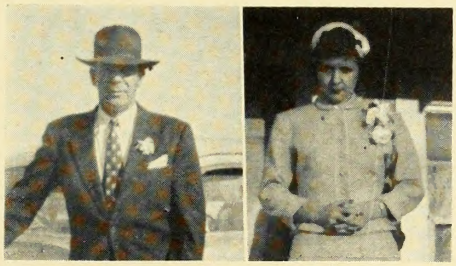
J. W. JENKINS
Division Correspondent

ON LOCATION . . . *Ira and Shirley B. Gentry* are the proud parents of a baby boy who was born October 12, 1955, in the Mount Hope Hospital, Erwin . . . The father is an engineering aid.

SECTION Foreman *W. G. Smith* was recently interviewed by the RALEIGH TIMES . . . *Smith* told how he operated in clearing the roads when it snowed.

FROM FRANKLIN . . . Supervisory Foreman *J. B. Alford* and Motor Operator *H. W. Beddingfield* have recently moved their families into new homes . . . Section Foreman Helper *C. W. Catlett* is recovering from an illness . . . Section Foreman *G. C. Wrenn* suffered a relapse after his tonsillectomy but he has since returned to work . . . Mechanic *F. S. Clark* was out briefly with sickness . . . Sympathy goes to Motor Operator *H. W. Beddingfield* in the death of his father.

GRANVILLE reports that all employees are wishing *W. C. Fowler*, his mother and two sisters a speedy recovery from injuries received in an automobile accident . . . Senior Bridge Foreman *W. F. Burgess* is recuperating from a recent illness . . . The following employees have been on the sick list: *W. B. Grady*, *W. L. Reams*, *R. G. Williams*, and *J. J. Roberson* . . . Recent vacationists include *Ernest C. Adcock*, *Sam H. Averette*,



A recent bride and groom are Mr. and Mrs. James C. Bryant. They were married December 23. He's a Gang Foreman in Caswell County.

J. R. Blackwell, *G. J. Brogden*, *E. B. Criteher*, *G. L. Ellington*, *W. A. Ellington*, *H. L. Henley*, *L. L. Reece*, *Howard L. Riggan*, *W. R. Rutledge*, *H. G. Wheeler*, *F. H. Laws*, and *J. J. Setzer* . . . Anyone who wants to know about sheep or goat raising should see the man who knows—*Leo G. Weary* . . . Road Maintenance Supervisor *Roy Beard* recently returned from a vacation in Miami Beach; Supervisory Foreman *Giles E. Crutcher* did a fine job of supervising while Beard was gone . . . *H. E. Hicks* and *G. L. Ellington* are looking for the owner of a wheel and tire they found recently on NC 96.

PERSON NEWS . . . *Jack Woody* is the proud father of a baby boy; mother and son are getting along fine . . . The following men have been on the sick list but are now back on the job: *Gaddis Chambers*, *B. G. Loftis*, and *Earl Latta*. . . . President *Fen Vaughan* ably presided at the Credit Union meeting in January . . . Along with *Robert Hamlin* and *R. C. Holleman*, he prepared a delicious barbecue and brunswick stew for the more than 100 employees on hand.

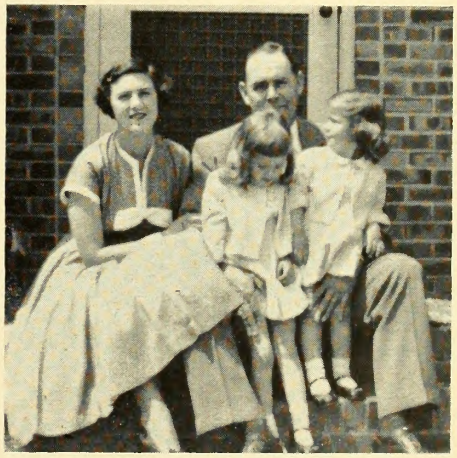
VANCE DOINGS . . . Gang Foreman *Henry Gordon* is back on the job after a long illness . . . Gang Foreman *J. H. Smith* and Section Foreman *E. B. Spencer* are back after being out sick a week . . . Section Foreman *E. E. Faulkner* and Motor Grader Operator *P. B. Ellis* spent a week's vacation hunting . . . The Christmas barbecue on December 16, was enjoyed by all Maintenance, Bridge, Prison and Shop employees . . . Special guests included *Roger Dowtin*, *Miss Mary Reavis*, *C. G. Alford*, *E. T. Pearce*, *F. R. Hunter*, *Buddy Smith*, *Ivan Hardesty*, *Henry Alford*, *A. W. Fowler*, *H. P. Crook* and *Earl Crump*.

WAKE EVENTS . . . *J. H. Beddingfield*, Gang Foreman, is the proud owner of a big "M" Mercury; he invites all employees for a ride . . . *W. L. Poole* was in the hospital with a heart attack . . . *L. D. Bunn* and *W. S. Sykes* are off the sick list and back at work . . . *E. D. Beddingfield* and *L. R. Perry* are big bird hunters; they had good luck most of the season.

WARREN NEWS . . . Section Foreman Joe F. Brown is wished a speedy recovery; he was a patient at Maria Parham Hospital in Henderson.

PARTY CHIEF *Lawrence Mahinske* of Location submits the following poetry:

A GOOD HIGHWAY SAFETY RECEIPT
Tighten all the car bolts,
Then remove the loose nut
From behind the steering wheel,
Place it behind bars. Let it
Simmer there for several years
Until renovated.



Durham County Maintenance Supervisor Kirk Duncan is mighty proud of "his girls"—his daughter and granddaughters, that is. Mrs. Rebecca (Luther) Currin and her two little girls, Theresa and Becky Lynn live in Oxford.

DIVISION SIX

STEVE AMMONS
Division Correspondent

FROM COLUMBUS COUNTY . . . The Maintenance Department has recently taken over for maintenance the new US 701 bypass—Powell Boulevard—through Whiteville . . . *Homer Blackwell* returned to work after an extended illness resulting from an accident in June; his left foot was amputated in November . . . Congratulations to Mr. and Mrs. *M. E. Stevens* on the birth of a son, January 10; and to Mr. and Mrs. *H. J. Edmund* on the birth of a son, November 5 . . . Sympathy is extended to *Eugene Creech* and *Mrs. J. L. Burchett* in the death of their father . . . Get well wishes go to *Earl Edwards* of Equipment who was ill in January, and to the wives of the following employees who were sick in January: *C. R. Roberts, T. D. Aldridge, W. C. Gore,* and *W. S. Formy Duval* . . . *Mr. and Mrs. F. W. Hammond* spent the Christmas holidays in Williamsburg, Virginia.

ROBESON reports that Maintenance employees had their Christmas party, December 22, at their new shop . . . *Roy McKeithan's* family gave him a surprise birthday party on January 1 . . . Congratulations to Mr. and Mrs. *Lacy Turner* upon the birth of a daughter, January 8.

CONSTRUCTION NEWS . . . Mr. and Mrs. *W. C. Grimes* announce the birth of a daughter, December 15 . . . Former employees who visited during the holidays include *Donald McRainey* who is now in overseas construction, *Bill Carver* who is stationed with U. S. Air Force in Syracuse, New York, and *Chuck Clyburn* who is a senior at the University of South Carolina . . . In February, Mr. and Mrs. *T. P. O'Berry* vacationed for two weeks in Florida . . . *O. L. Owen* of Whiteville, *T. P., O'Berry, Jerry McDaniel,* and *Charles Land* of Lumberton attended the Asphalt Institute School in Goldsboro, January 30 . . . Congratulations to *Walter H. (Bunk) Stone* and Jean McDonald upon their marriage, February 12, in Lumberton; the bride is from St. Johns, Newfoundland and is now employed at the Robeson County Memorial Hospital . . . *C. J. Herring* of Construction in Red Springs announces the birth of a daughter, February 6.



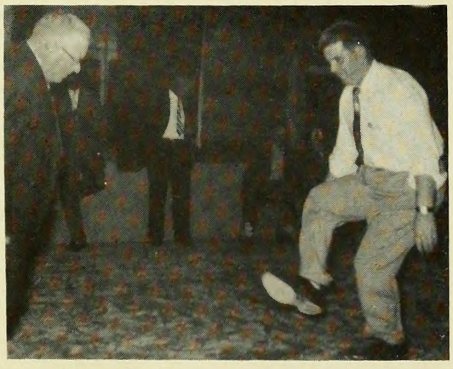
Young Bryant Lewis seems to say, "Just a minute, I'll see . . ." He's the two-year old son of Peggy and Foster Lewis of Zebulon. His dad is a rodman with the construction party of W. E. Hawkins, Jr.

SYMPATHY goes to the family of *A. T. Cooper,* Watchman for the Equipment Department in Fayetteville, who died while on duty, January 30.

CUMBERLAND NEWS . . . Mr. and Mrs. *L. D. Hubbard* moved into their new brick home on Owen Drive in December; he's Maintenance Supervisor for Cumberland . . . Gang Foreman *J. W. Davis* has been out of work for a month; he was recovering from high blood pressure . . . Mr. and Mrs. *H. F. Wright* are the proud parents of a baby son, John Henry, who was born December 28; the father is a truck driver . . . Mr. and Mrs. *T. P. Caulder* announce the birth of a daughter Patricia Ann, January 19; *Caulder* is a Machine Operator . . . *H. C. Daniel,* Gang Foreman, has recovered from a recent operation and returned to work . . . After being out sick for six months, *E. A. Dudley,* Section Foreman, is back on the job . . . Get Mr. and Mrs. *V. K. Davis* to tell you about their fine son, Mickeral Ray, who was born December 19; *Davis* is a Machine Operator.

FROM HARNETT . . . Truck Driver *O. C. Holder* was recuperating in the hospital from an operation on his heart . . . Sympathy goes to the family of *Jesse Stewart,* Section Foreman Helper, who died suddenly from a heart attack, December 22.

BLADEN HAPPENINGS . . . Ferryman *B. R. Melvin* is back on the job after a two-month long illness . . . Gang Foreman *Clifton Kinlaw* was off the job for three weeks due to illness . . . Machine Operator *Ernest Sutton, Jr.,* is back on the job after a month-long illness with flu . . . After being out sick for two weeks with flu, Truck Driver *W. C. Melvin* is back at work.



"Shorty" Hudson, truck driver on Maintenance, watches Bernice Turner, Camp Superintendent at Roxboro, in a rousing display of clog dancing. The occasion was the annual Ladies Night held last December by Durham County employees of the NCSHEA. "Shorty" was chief cook for the tasty barbecue served that night.

DIVISION SEVEN

P. L. WELCH
Division Correspondent

THE ASPHALT Conference was held in Greensboro at the O'Henry Hotel, February 3 . . . Many Maintenance and Construction employees attended the meeting.

WHEN THE N. C. Society of Engineers met in Greensboro, January 26-28, at the O'Henry Hotel, most of the key engineers from Division Seven were on hand . . .



D. A. Grissom, his wife and young daughter were snapped just before opening their Christmas packages. The Grissoms have recently moved into their new home in Macon. He is a veteran Foreman with the Maintenance Department in Warren County. The Grissoms are typical of the many fine families associated with the Highway Commission.



The wives of Harnett County maintenance employees turned the tables on their husbands. They recently prepared and served a delicious covered-dish supper to their highway husbands. Note the fine group assembled.

wo of the speakers during the convention were Engineer of Statistics and anning *J. S. Burch* and Assistant Marials Engineer *L. D. Hicks*, both of aleigh.

THE SEVENTH was saddened by the ıtimely death of Marion Alexander ıther, 45, a civil engineer on Construcon, in January, after a three-month long ness . . . A resident of Ballinger Road in ıilford College, he was a member of the ırst Christian Church . . . He was a ember of the N. C. Society of Engineers Surveying . . . Sympathy goes to his idow, the former Elizabeth Murphy; s mother, Mrs. R. M. Luther of Mount ıead; his sister, Mrs. Byron Dunlop of ount Gilead; and his two brothers, . M. Luther of Rockingham and Billy Luther of Charlotte.

FROM DISTRICT One . . . Mr. and Mrs. *eorge G. Henderson* have a new baby y who weighed in at 9½ pounds! . . . ıe father is a shovel operator in Caswell ounty . . . A speedy recovery is wished *oris Collie's* wife who has been a patient at Memorial Hospital in Danville; *Mrs. Lawrence Brandon*, wife of the motor grader operator in Caswell; *F. Melvin Rowland* who is a patient at the Veterans Hospital in Durham; *Mrs. Safronia Sumner*, wife of the Orange County employee Cornelius B. Sumner; Gang Foreman *Bob V. Graham* and his wife who have both been patients at Alamance General Hospital; and *Mrs. David Wittemore* who has been a patient at Alamance County Hospital—her husband is a Section Foreman in Alamance County.

WELCOME to *Owen Satterfield* who is back on the job after an illness.

CONDOLENCES go to *Owen Satterfield* in the recent death of his father-in-law.

GEORGE M. SHELTON took his family to Florida for a vacation.

THREE employees in Construction are sporting 1956 Fords—*J. T. "Snooks" Martin*, *John Lee McPherson*, and *J. B. Clifton*.

THE FOLKS in the District Office at Graham are mighty glad to have *Mary Jeannette Parker* as a new employee.

DIVISION EIGHT

EDWARD C. DARDEN
Division Correspondent

THE MOORE County employees of the NCSHEA had a chicken supper February 10 . . . All wives were special guests . . . Executive Secretary *Otis Banks* served as M.C. and made a good talk on the Association and its plans for the future.

WELCOME to *Mrs. Frances Fisher* of Pinebluff who replaces *Mrs. Peggy Wilson* as stenographer-clerk in the district office at Aberdeen . . . *Frances* formerly worked with the Carolina Power and Light Company in Southern Pines.

SYMPATHY is extended to the family of *J. D. Coltrane*, Section Foreman of Ramseur in Randolph County, who died January 9, after a month-long illness . . . He started with the Highway Commission in 1931 and had been with the Randolph County Road Commission before that . . . He will be greatly missed by all who knew him . . . Sympathy also goes to *Jonah Dunlap* in the death of wife, Mrs,





For the second year, the folks in Unit Seven of the NCSHEA gathered for their Christmas party in December in the division shops in Greensboro. Highway employees from Alamance, Caswell, Orange, Guilford and Rockingham counties came and brought their families. A string band furnished music. One little fellow was so carried with the music that he got up and danced. Santa Claus made his grand entrance on a fork lift. Thanks to the efforts of K. R. Scott and his committee there were gifts for all the children.

Maintenance Supervisor R. S. Thomas made a fine San Claus. Prison Superintendent T. J. Mitchell was in charg of refreshments—hot dogs, cokes and cakes. Santa's helpe were maintenance personnel. A total of 812 people we present. A total of 270 children, under 12 years of age, r ceived gifts of toys. R. L. Cox is Chairman of Unit Seve J. I. Lynch, vice-chairman; and A. L. Coltrane, secretar treasurer. The annual division-wide party is one of the fe times when all Division Seven folks can meet for fellowshi

Nancy Dunlap, 46, of Robbins, January 21 . . . In addition to her husband, she is survived by four sons: D. A., J. C., and Mack Lee Dunlap, all of Route 1, Robbins, and Boyce Dunlap who is with the Army in Germany . . . *Jonah Dunlap* is a Gang Foreman in Moore County and has been with the Commission since 1931.

CONGRATULATIONS to Pan Operator *Herbert R. Sanders* who was married to Dorothy Lee Parker, November 19, in the First Baptist Church in Denton: they have moved into their newly-completed home in Eldorado.

DISTRICT Engineer *Sam P. Swaringen* of Aberdeen drove his wife on a three-week trip to California where they visited their son, Sam, Jr., who is married and has been living there for almost two years.

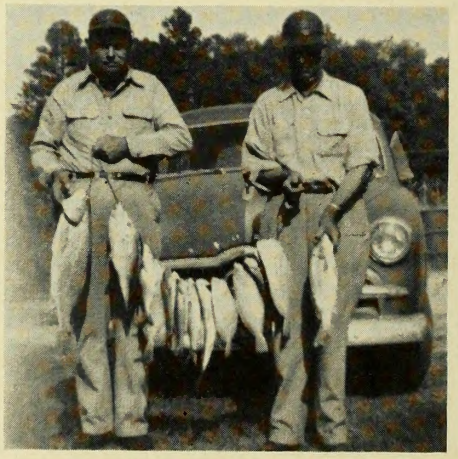
COMMISSIONER and Mrs. *Forrest Lockey* spent two weeks in January vacationing in Florida.

CHARLIE H. MARTIN, Gang Foreman of Wadeville, and *Marshall C. Webb* of Rockingham were out sick during the month of January.

HERBERT L. NORRIS, truck driver in Lee County, is back on the job after being on sick leave for six months.

ANTIQUE SHOP OPENS . . . Mr. and Mrs. *W. M. (Bill) Dye* (he's Superintendent of quarry operations in Randolph County) have just started an antique shop in their home which is six miles east of Asheboro on US 64 . . . They have made several excursions up north to collect rare items . . . All antique-lovers are invited to stop and look.

NEW FACES . . . Mr. and Mrs. *James E. Haywood* announce the birth of a son, Roger Allen, January 21, in the Moore County Hospital; *Father Jim* is an Eng neering Aide II on Construction in Abe deen . . . Mr. and Mrs. *Jim Williams* the Bridge Department are thrilled ov the birth of their first child, a son, Jam Barry, December 10 . . . Extra Special the news that after 25 years of marri life Gang Foreman and Mrs. *J. W. Ki* had their first child, a daughter, Haz Elizabeth, who was born December . . . Mechanic and Mrs. *W. C. Vance* a very pleased over the birth of the second child, a daughter, Nancy Caroly December 5; they have one other chil Ross.



Kirk Duncan and Walter Mangum caught more than 75 pounds of fish last November when they fished off Morehead City. The largest fish weighed 8½ lbs. Duncan is the Maintenance Supervisor in Durham County while Mangum is a Section Foreman.

GET WELL Wishes go to Gang For man *C. H. Martin* who is on an extend sick leave after an operation Decemb 26, in Montgomery Memorial Hospita he has been with the Highway Commi sion for 33 years.

IT'S GOOD to have *Howard Hoove* Gang Foreman of Randolph County, ba on the job after a three-month long il ness; he spent some time in the Randol Hospital and the Chapel Hill Memori Hospital.

HERMAN SHAW, Gang Foreman Road Oil, is mighty proud of the ne home he recently purchased in Souther Pines . . . Supt. Jackson of the Carthag camp is also pleased with the beautif lawn in front of the camp . . . The gra is like a green carpet.

DIVISION NINE

R. B. FITZGERALD
Division Correspondent

BEST OF LUCK to *A. W. Kimrey*, pervisory Foreman in Davidson, who ired January 1, after 30 years of faith- service with the State.

SYMPATHY is extended the family of *y R. Williard*, who died January 9, m a heart attack . . . He was a ma- ine operator in Davidson and had been th the Commission for about 16 years . Sympathy goes also to *Charlotte uping*, secretary in the District Office Salisbury, in the death of her father.

IT'S FINE to have *R. N. Wrenn* back the job after his recovery from major rgery several months ago.

ZEB STEWART, JR., son of the Divi- *n Engineer and Mrs. Stewart*, has re- tered the University of North Caro- a after having been out of school due sickness.

ANOTHER son of the *Stewarts'*, Hugh, s discharged from the Army in Jan- ry; he's now working for W. E. Graham d Sons and temporarily stationed at heville . . . Last November, Hugh was rried to Leonette Ignacio of Hilo, waii . . . The bride doesn't seem to nd the cold weather and thoroughly joys the snows.

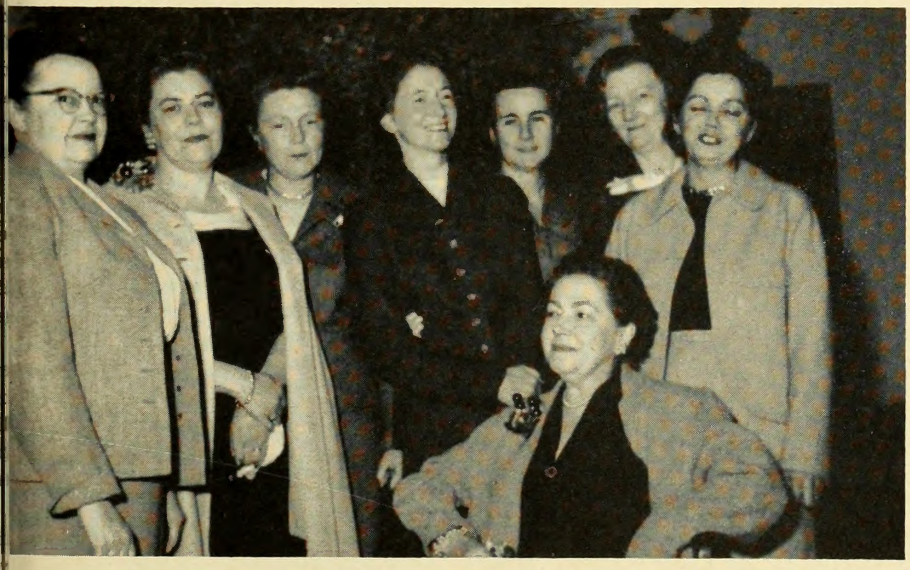
DISTRICT Engineer *R. L. Chew* of nston-Salem has turned in his appren- e card in the furnace-repair union since a minor explosion which covered the interior of his home with soot . . . To get out of the dog house, *Chew* took some vacation and assisted his wife in the clean-up job.

CONGRATULATIONS to Mr. and Mrs. *G. W. Settle* upon the birth of a son, January 26 . . . *Settle* is a foreman with Landscape in Winston-Salem . . . New Rowan County citizens were recently born to Mr. and Mrs. *H. A. Parker, Jr.*, and to Mr. and Mrs. *A. J. Harkey*.

GOOD LUCK is wished *Mrs. Betty W. Campbell* of Yadkinville who resigned from the Right of Way Department in Winston-Salem . . . She took a job with an insurance firm in Statesville as it is nearer her home.



Some of the top engineering personnel in the Seventh Highway Division include, from left, District Engineer Layton Gunter of Graham; Division Equipment Superintendent Bob Cox; District Engineer W. W. White of Greensboro; Division Engineer T. A. Burton; Division Bridge Maintenance Superintendent K. R. Scott; and Assistant Division Engineer Paul Welch.



Some of the attractive ladies who were on hand for the annual division-wide ristmas party in the division shops at Greensboro were, from left, Mrs. C. H. lizabeth) Goodwin, Mrs. D. B. (Nancy) Thomas, Mrs. R. S. (Mary Elizabeth) omas, Mrs. P. L. (Dot) Welch, Mrs. Margaret Howell, Mrs. T. A. (Ruth) Burton, s. Helen Pringle, and Mrs. Elizabeth K. Wyatt, seated.

DIVISION TEN

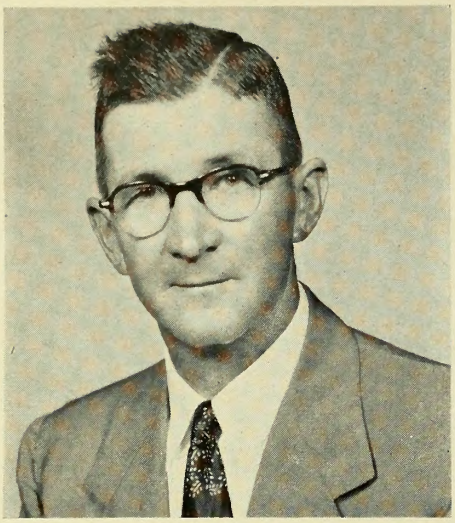
CHARLES R. SMITH
Division Correspondent

WHEN STATE employees of Richmond County recently had a big fish supper, District Engineer *T. F. Royall* and *W. M. Crowder* were special guests . . . *George D. Turner, Sr.*, was in charge of the cooking which was served at the Kings Club House . . . It was like a homecoming for *Royall* since it was the first get-together since he gave up Richmond County . . . *C. A. McFayden*, due to bad weather, couldn't come . . . *T. R. Scarborough* was there in a big way, though . . . *Scarborough* must have stopped ageing 15 years ago . . . *Harvey D. Lefler* was boasting about his 13 children! And he's young too . . . Outside guests were G. C. Baxley, Jr., and John Yow.

THE ANNUAL Christmas party, sponsored by the Employees' Association, was held December 22, for Stanly County employees and their families . . . It was the most successful meeting ever held as more than 250 people were present to enjoy a big barbecue supper with all the trimmings . . . After supper, Santa Claus stopped by with a bag of fruit, nuts and candy for all the children . . . The floor was cleared and all couples were called into a circle for an old-time square dance to the fine music of Jim Allen and Family.

THE FOLLOWING men of Road Oil have been enjoying vacations: *King Jordan, J. E. Tucker, C. B. Maness*, and *E. J. Smith*.

CONGRATULATIONS to the *T. J. Furrs* upon the birth of a son, Christmas Day —a present that will always be remembered; the father is a Foreman with Stanly Maintenance . . . The *S. B. Smiths* announce the birth of a daughter, Decem-



Gang Foreman E. L. Setzer of Rowan County was recently awarded the Silver Beaver Citation for his outstanding Scout work.

Setzer has been Cubmaster and Scoutmaster for nine years in Pack and Troop 41 of New London in Stanly County. In addition to his Scout work, he has served as an instructor in the Scoutmasters' Training Courses and on the District Camping Committee.

The Silver Beaver is the highest award given in Scouting. Setzer is most deserving of the honor.

ber 30; the father is a Foreman with the Sign Department in Stanly County . . . Mr. and Mrs. *T. M. Tyson* of Road Oil are all smiles since the birth of a son, January 1.

IT'S GOOD to see *S. C. Mauldin* of Road Oil back on the job after undergoing surgery in December . . . And to see *L. P. Brooks, Sr.*, back at work after being the victim of a very serious accident.

SYMPATHY is extended to *J. M. Byrd* in the recent death of his father, Henry Byrd of Norwood; *J. M.* is a Section Foreman in Stanly.



Congratulations to the newly-weds! Mrs. Mildred Erwin McDowell Jarrett became the bride of Eugene Patterson Jones, January 14. The groom is a veteran Inspector in the construction party located at Hickory.

GET WELL WISHES go to *L. A. Morton* and *W. V. Hudson* of Road Oil who were out with the flu . . . And to Section Foreman *A. B. Hinson* who suffered a slight heart attack.

P. R. INGOLD is quite the hunter . . . He had very successful hunting and bagged many geese, quail and even a wild turkey.

OTHER ROAD Oil news . . . *W. E. Chappell* spent his Christmas in Florida with his daughter . . . Foreman *J. E. Tucker* enjoyed his vacation by building more onto his home in Locust . . . *Hoyle Ridenhour* has recently moved into his new home on Route 3, Albemarle . . . The following men are sporting new Chevrolets; *J. E. Tucker. S. T. Moore, S. D. Burris*, and *H. G. Mitchell.*



Carolyn Terrell, daughter of Mr. and Mrs. J. E. Terrell of Nebo, has been chosen Student of the Year in the Nebo High School Senior Class of 1956. Her selection was based on her scholastic, social, civic and religious activities. She takes after her father who is an excellent amateur photographer; Carolyn is School Photographer.

DIVISION ELEVEN

CORA LEE McLEAN
Division Correspondent

CONGRATULATIONS to *Bill Shepherd* and *Barbara Watkins* who were married December 4 . . . *Bill* works in the division office in North Wilkesboro . . . Barbara is employed in the Wilkes General Hospital.

NEW FACES . . . *Ruth and Montie Potter* announce the birth of a daughter, Mona Ruth, January 27 . . . *Ruth* formerly worked in the Elkin office . . . *Wake and Mary Watts* have a new son, Kim . . . Other proud parents of new babies include Mr. and Mrs. *F. L. Casstevens*, Mr. and Mrs *J. V. Staley*, and Mr. and Mrs. *W. R. Billings* . . . *Dal Ingram* is



If you entered the trim new distri office at Hendersonville, more than likel you would be greeted by Mrs. W. Strider, Jr., who is pictured on t porch. She is secretary to District Eng neer E. H. Webb.

mighty happy to now be called "Gran pa."

WAKE WATTS and *Frank McCracke* are now back on their respective jo after recent illnesses.

THE LONG-TIME division engineer North Wilkesboro, *Zeb Stewart*, and h wife came by the division office recent . . . *Stewart* is the division engineer no at Winston-Salem.

THE 11th has been saddened several deaths . . . Sympathy is extend to *Commissioner Winkler* in the dea of a brother . . . To the family of *W. Whitaker* who passed away January . . . To *G. C. Phillips* in the death of brother, January 26 . . . To the fami of *A. T. Reeves* who died December 14 . And to *H. G. Lyons* in the death of uncle, Will Bryant, who was killed an auto accident in Detroit, Michigan.



J. P. Thomas of the Anson Coun Prison Camp bagged the limit near every time he went quail hunting. T above is proof of his prowess.

DIVISION TWELVE

JEAN CLINE
Division Correspondent

DISTRICT Engineer *P. D. Miller*, Resident Engineers *L. H. Beam* and *P. L. antrell*, along with *Richard Danner* and *. T. Wagner* of their office attended the sphalt Institute conference at the Batry Park Hotel in Asheville February 1.

SPECIAL get well wishes go to *F. S. ount*, Bridge Superintendent, who was ospitalized with painful injuries sustined on a job in Cleveland County . . . eteran Mechanic *P. D. Lytton* of the istrict Two Shop has been hospitalized ut is now recuperating at his home



The C. N. Moores are mighty proud their twin sons, Ronald and Donald, ho have been cheerleaders for the ast two years for the Siler City High chool. The boys will celebrate their ghth birthday, March 30. They are oking forward to playing Little League aseball this spring. Since Ronald is ft-handed, his dad thinks he'll make good first baseman while Donald ould be a good second baseman. The oore's also have an 11-year-old daughr, Sarah. C. N. Moore is Maintenance upervisor of Chatham County.

Troutman . . . Key Foreman *I. B. Curie* of Catawba County fell at his home nd was out a week with a shoulder jury.

J. C. TILLEY and *B. F. Rogers* who ere both on the sick list have now reurned to their work in the Equipment epartment.

WELCOME to *W. A. Downs*, *G. R. owles*, and *B. L. McLain* . . . *Downs* was -employed in Equipment . . . *Bowles* nd *McLain* transferred from Location to e Statesville residency.

IT'S GOOD to have *Bill Runyan* of onstruction back on the job after his having been on sick leave and leave of absence for several months.



Resident Engineer R. M. Bradshaw lined up his busy construction party for a picture. The party is stationed at Elkin. Kneeling, from left, see J. P. Hollingsworth, Johnny Gwyn, and E. F. Neal. Standing, from left, that's Bradshaw, Mack Fowler, W. R. Pendleton, T. E. Gwyn, Andrew Birkner, and E. L. Hull.

ROAD OIL Supervisor *S. B. Brinkley* is recovering from an operation which he had in January . . . He's recuperating at the home of his son, *C. B. Brinkley*, Box 584-A, Route 10, Charlotte.

BEST OF LUCK is wished *Bill Andrews* of Construction who resigned February 1, to work with the City of Shelby as City Engineer.

SYMPATHY is extended to the family of *Robert F. Lay*, retired District One employee, who died January 15.

RESIDENT Engineer and Mrs. *D. L. Rink* served a fine Eastern Carolina barbecue dinner to the Hickory Construction Party and their wives, December 29.

R. V. WILSON, Catawba County employee, is now a proud papa since the arrival of little Sandra Jolene, January 6 . . . A pleased grandfather is Iredell County Section Foreman *John Bradburn* whose first granddaughter, Maria Lorea Blumenstein, arrived in Silver Springs, Maryland, January 24.

PRISON Guard *Rome Fox* has transferred from the Iredell County camp to the Davie Camp.

DIVISION THIRTEEN

DAN TURNER
Division Correspondent

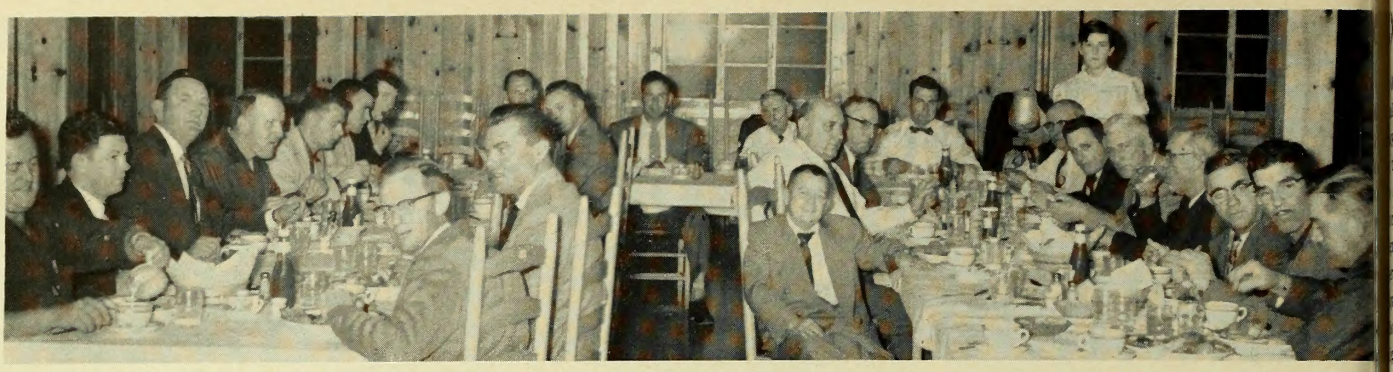
MARION Construction party news . . . Sympathy goes to *Drew D. Wright* in the death of his brother, Troy, December 21 . . . It's good to have *Dean Elliott* return to the party after having served two years in the Armed Forces . . . *Dean* worked about two years with the party before being inducted . . . After his discharge in March, 1955, he worked with Austin Thompson on Location until returning to the party January 1.

SYMPATHY goes to Mrs. Wayne Morris in the death of her father January 17, in Detroit, Michigan.

THE CONSTRUCTION Chapter of the 13th Unit of the NCSHEA held its quarterly meeting at the Lake Tahoma Steak House, January 27 . . . A nice crowd was present and enjoyed a fried chicken dinner.



L. A. Cabe, long-time Jackson County employee of District Two in Division 14, is pictured with two of his 13 grandchildren.



The Construction Chapter of the 13th Unit of the NCSHEA held their quarterly meeting at the Lake Tahoma Steak House, January 27. The men who gathered for the food and fellowship include, from left, on the outside of the tables: Roy A. Terrell, Mr. Geer, Joe Riddle, Clyde Ball, Bob Bowman, Tim Dobson, Dean Elliott, Tom Gowan, Jr., Bill Bowman, "Pop" Edwards, Cecil Laughridge, M Buchanan, Paul Robinson, C. P. Reeves, J. C. Harris, Dr Wright, J. L. Fitzgerald, and Sid Connelly.

Seated on the inside of the tables are, from left, "Jak Haynes, Russell Thompson, Wayne Morris, George Presc S. W. Kearney, and Danny Turner.

KENNETH BOWMAN and family visited relatives in Chattanooga, Tennessee, the week-end of January 28.

DREW D. WRIGHT'S son, Donald D., has returned home after serving two years with the Armed Forces . . . Donald has returned to Oak Ridge, Tennessee, to resume his position with the Atomic Energy Commission.

EVERYONE of the Marion Construction Party is very well pleased with the new location of the office on NC 25, about four miles south of Marion . . . The District Engineer has moved his office to a new site and built himself a new building . . . The Marion party took his old office . . . After being situated in the City Hall Building and getting headaches over daily parking, it's a treat to have parking room to spare.

J. E. TERRELL, *Kenneth Rabb, Tom Gowan, Jr., and Russell Thompson* attended the one-day long Asphalt School in the Battery Park Hotel in Asheville, February 1 . . . The school, sponsored by the Asphalt Institute, provided some very clear and constructive discussions.

ALONG with his hobby of photography, *J. E. Terrell* has taken up Chinchilla raising; he has three pairs of high-grade breeders.

THE WORD is out that Bass and Pike fishing promises to be good this season in Lake James.

DIVISION FOURTEEN

C. J. BECK
Division Correspondent

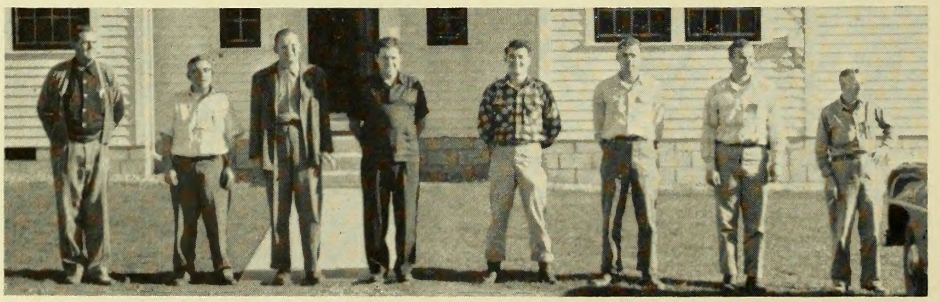
WELCOME to the new Construction employee, *George Bailey, Jr.*, who came up from Florida to work with the Highway Commission.

RESIDENT Engineer *F. K. Westwood* of Hendersonville is feeling fine now after spending several days in the hospital in December.

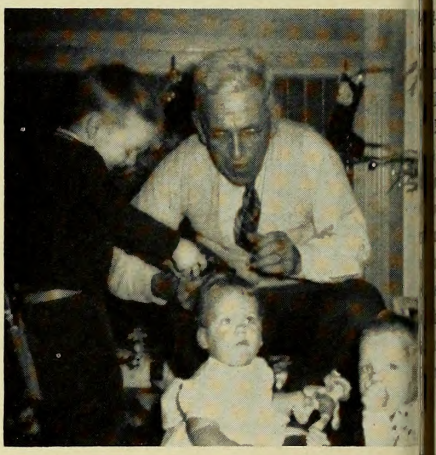
ASSISTANT Division Engineer *Paul J. DuPre* is also feeling fine after a week in the hospital in November.

F. K. WESTWOOD took a brief Florida vacation to attend the Gator Bowl football game.

DIVISION Engineer *C. W. Lee* spent his Christmas vacation visiting relatives in Union, S. C.



Resident Engineer J. E. Terrell's construction party of Marion lined up in front of their new office which is near the District One shops. From left, that's Terrell, D. D. Wright, Tom Gowan, K. W. Rabb, Dean Elliott, Bob Bowman, Wayne Morris, and W. J. Edwards.



The happy grandfather is Distr Engineer John G. Hall of Asheboro. T two boys, Douglas and David, at left a right, are sons of the M. W. Halls. T little girl in the center is Priscil daughter of the W. T. Halls of Charlot

John G. Hall has been with the St Highway Commission for almost years. He has served as Resident En neer and Maintenance Supervisor bef his present work. His main outs interest is watching the State Coll Wolfpack in action. Over a year a the senior Halls moved into their n home in Asheboro.

GOOD LUCK to *Edith Sutton's* s Bill, who recently joined the U. S. Force and is training in San Anto Texas . . . *Edith* is a stenographer in division office at Sylva.

IT'S FINE to have *Mrs. Allyce C ningham* as a new stenographer in division office.

CONGRATULATIONS to *Don A. Bl ton* upon his marriage to Betty Lee Jon December 23 . . . The groom is an e ployee in Equipment.

Over 30 Years Service

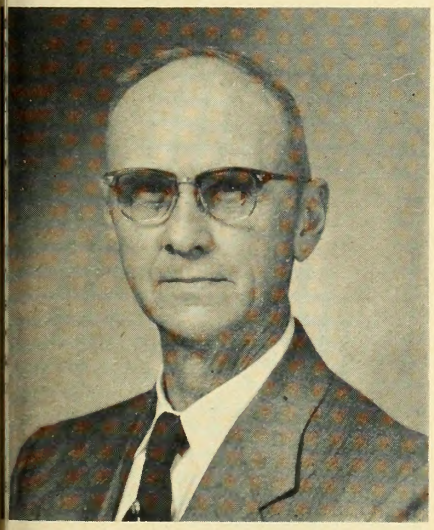
One of the veteran mechanics at the aleigh Equipment Depot is Henry Owen ayton. He recalls that "I began service the Highway Shop September 15, 1924, s a Laborer on the yard gang. Later I orked in the Sign Shop where I painted gns. At that time the highway signs ere manufactured and finished at the quipment Depot. I also operated the hop Crane. For a time I worked as a ight Watchman.

"July 1, 1931, I began work as a me- anic in the Truck Shop. I worked under e direct supervision of G. B. Woodell ntil his retirement last year. At present, E. Godbold, Mechanic Foreman, is my mediate supervisor."

Layton is a Mechanic II. He claims to ve no particular hobbies but his chief f-the-job interest is gardening around s home. A Mason, he's an Associate atron of the Order of Eastern Star of illbrook Lodge.

Born March 26, 1892 in Wake County, is the son of John Sidney and Mary ouse Layton. He was educated in Wake unty. November 27, 1915, Layton was arried in Leesville to another Wake unty native, Miss Emma Smith. Today ey have three sons: Marvin Bell, Leon mo, and John Gilbert Layton. The ytons are members of the Pleasant ove Methodist Church.

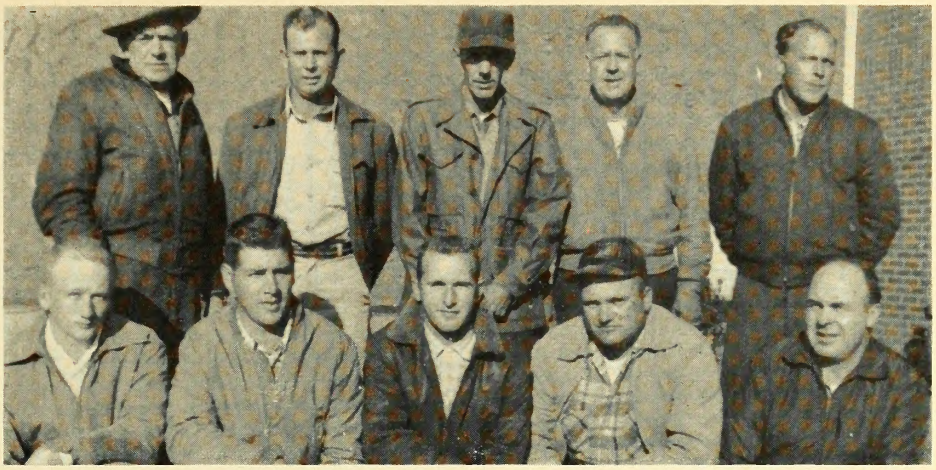
HENRY OWEN LAYTON



REMEMBERS?

Since the Highway Commission builds d maintains a 68,000-mile public road stem, the public naturally expects high- y employees in State equipment to ow *how* to use the highways.

As long as we're driving State vehicles, e public watches us. Remember to drive th courtesy, caution and care to set good example for the motoring public.



Resident Engineer Ken Westwood lined up with his construction party at Brevard. From left, kneeling, see P. R. Raxter, Engineering Aide II; S. F. Davidson, Highway Engineer II; C. R. Auvil, Engineering Aide I; J. P. Wortman, Engineering Aide II, D. W. Wilder, Highway Engineer II. From left, standing, that's C. E. Cantrell, Highway Inspector II; W. P. McGaha, Highway Inspector I; J. W. Pittillo, Highway Inspector II; Westwood, Highway Engineer IV; and J. M. Harris, Engineering Aide II. The men are responsible for building many of the State's

The Engineers

Who is the man that designs our pumps with judgment, skill and care?
Who is the man that builds 'em and keeps 'em in repair?
Who has to shut 'em down because the valve seats disappear?
The bearing, wearing, gearing, tearing mechanical engineer.

Who buys his juice for half a cent and wants to charge a dime?
Who when we've signed the contract, can't deliver half the time?
Who thinks the loss of 26 per cent is nothing queer?
The volt-reducing, load-reducing electrical engineer.

Who takes a transit out to find a sewer line to tap?
Who then with care extreme locates the junction on the map?
Who is it goes to dig it up and finds it nowhere near?
The mud-bespattered, torn and tattered un-civil engineer.

Oh, we're the engineers. We're just a bunch of gears.
We like to cuss, discuss and fuss and possibly fall in love.
We know no fear, we jeer and leer and blame it on above.
While some folks think us queer, we blandly sip our beer.
We're on the job ahead of the mob and you can save your tears
For we're the Engineers.

Author Unknown

The Secretary Says

You have to be little to belittle.

The three summer seasons—saving, vacation, broke.

The root of all evil is pretty hard to dig up these days.

An educated man is one who is aware of his own ignorance.

He who hesitates loses the last seat on the bus.

Some people spend a lifetime developing only one part of the body—the wishbone.

The chief objection to turning the other cheek is that it leaves the chin wide open.

People who insist on drinking before driving are putting the quart before the hearse.

Never tell all you know—some dope in the audience may wake up and demand an encore.

The value of what a mau says should not be measured by the number of words used in saying it.

Sign in a cafe: "T-bone, 25c — with meat, $3.50."

There are plenty of toll gates along the straight and narrow path.

Sign on a florist's truck: "Drive carefully—the next load may be yours."

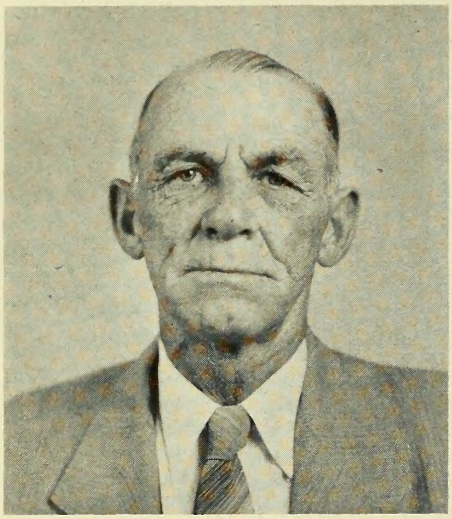
Swallowing one's pride occasionally has never been known to cause indigestion.

If you are too quick on the draw, your bank account will soon be shot.

An optimist is the man who thinks the cleaners have been shrinking the waist of his pants.

O. M. B.

HONOR ROLL OF 30-YEAR HIGHWAY EMPLOYEES



RALPH N. BECK

Section Foreman Beck of Bryson City began his highway work in 1924. Edd Ellis was his supervisor in Swain County. For the past 31 years, he has been on maintenance except for one month when he worked for the Road Oil Department.

Beck has worked for the following supervisors and district engineers: Jim Councill, Jim Knight, Roy Plemmons, C. W. Lee and E. L. Curtis.

Beck was born May 16, 1893, in Bryson City. His parents are Sam and Mollie Beck. Young Beck was educated in the county schools. By his first wife, the late Emma Ballard, he had six daughters: Margaret, Virginia, Minnie Mae, Helen, Bertie, and Pauline. All the children are married, with the exception of Bertie. November 24, 1951, he was married to Eva Shuler. They live in Bryson City and are members of the First Baptist Church.

The capable District Engineer at Durham for Granville, Person and Durham counties is Merle Adkins.

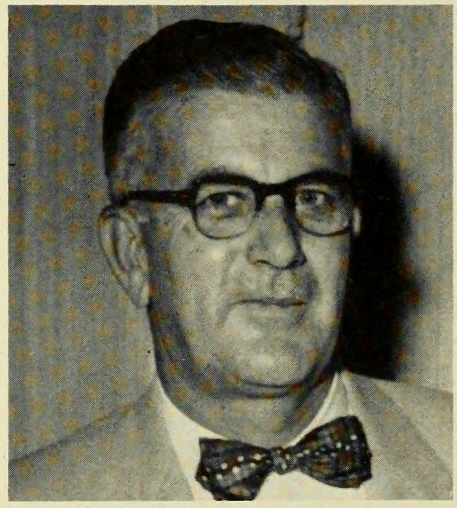
Before coming with the Highway Commission on a permanent basis in June, 1925, he worked during the summer months for four seasons with Construction Department in the old Fourth District. From June 1, 1925, to 1929, he worked with the Construction Department. Next, he worked with the Location Department till 1936, when he changed to the Right of Way Department. In 1952, he was transferred to the Maintenance Department and made District Engineer.

Looking back, Adkins remembers that he assisted in drawing the county road maps in 1931 when the State took over the county road system.

The District Engineer is the son of Merle T. and Florence T. Adkins. He was born June 30, 1905, in Brooklyn, New York. He was educated in the Durham High School and graduated from Carolina Military and Naval Academy in 1921. He attended Hampden-Sydney College from 1921 to 1922. The following three years he studied at the University of North Carolina.

His pretty wife is the former Louise M. Mason. Married February 1, 1936, they now live at 1505 Alabama Avenue in Durham. They have two children: 17-year old Frances, and 14-year old Merle T. Adkins, Jr. Adkins is a Catholic.

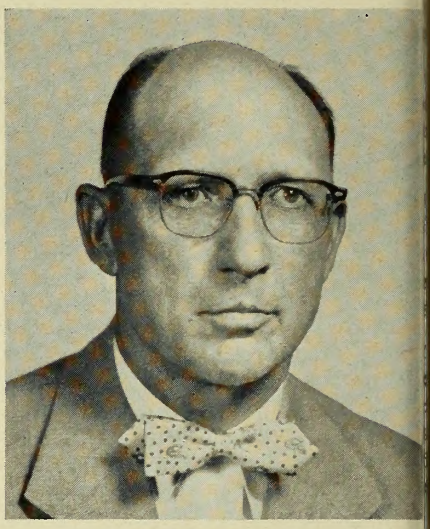
He is a member of the N. C. Society of Engineers and the Durham Engineers Club. Adkins is a former State President of the N. C. State Highway Employees Association.



MERLE THAYER ADKINS

Section Foreman W. E. Tadlock of Wade began working with the Maintenance Department in Cumberland County January 1, 1925, and has worked 30 continuous years with the Department, in the same area.

Through the years he served as foreman under the late Maintenance Supervisor G. D Davis. His present Supervisor is L. D. Hubbard. In his words, "I have enjoyed working with these two wonderful men as well as the many other f men connected with the State Highw Department."



W. E. TADLOCK

Tadlock is the son of John Willi Tadlock and the late Mrs. Tadlock. was born October 11, 1900, in Samps County. In 1922, he was married to Myr Pope in Dunn. Today they live at Wa and had two children: one son, Howa Tadlock, is deceased, and one daught Mrs. Ralph C. Warren. The family atte Wade Baptist Church.

Section Foreman Lee Wicker dates highway service from the early twenti He recalls that "I started truck driv

LEE WICKER

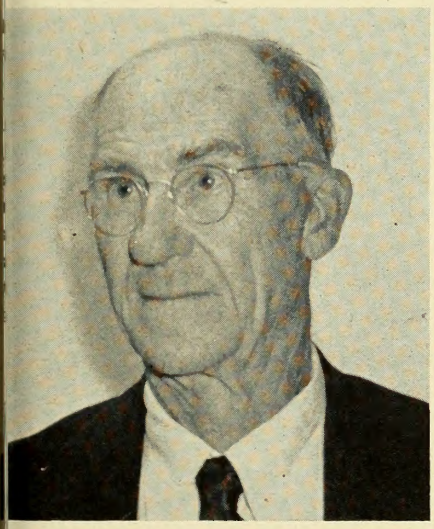


)r George Nixon and Wheller. I later perated a road machine with Clyde ickett. I also did section work with Ed ameron and Arch Poe. At present, I'm a ighway foreman."

Son of Mollie and Jim Wicker, he was)rn July 28, 1901. Young Wicker com-leted the grammar school at Jonesboro eights, Sanford.

In 1918, he was married at the Lee)unty Court House to Leila Morris. They ave three daughters who are grown and arried: Mrs. Leon Todd, Mrs. Charles lark, and Mrs. Lowell Hamel.

The Wickers are members of the Jones-)ro Presbyterian Church in Sanford. The reman is a member of the Woodmen of e World. Mr. and Mrs. Wicker live at)5 Jones Street, Jonesboro Heights, anford.

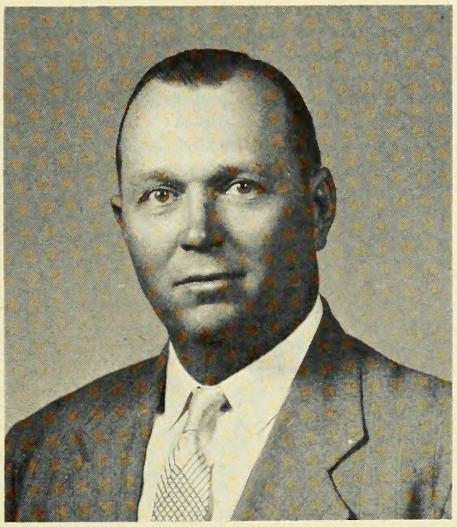


ROBERT ELMO SHUFFLER

The man who literally keeps things t in the winter at the Highway Equip-ent Depot in Raleigh is Robert Elmo uffler. Classified as a Stationery Fire-an, he's responsible for seeing that e boilers are fired up and the buildings ll-heated.

Shuffler came to Raleigh back in 1911, work at the State Hospital. In 1922, left there and went to work for the ghway Commission at the Depot. For ur years he was a mechanic's helper. en for ten years, he worked as a echanic. For one year he was superin-ndent of the downtown highway ilding. He takes great pride in keep-g his boiler room as clean as a pin.

He was born April 14, 1888, in Burke unty. His wife is the former Effie Mitchell. They were married March 7, 1919. Today they live on Route Six, Raleigh, and are members of the Lees-ville Baptist Church. The Shufflers have five children: Clarence, Marie, Effie, Lois and Robert.



HURLEY CLEMENT HOFLER

Section Foreman Hurley Clement Hofler remembers that "I began work as a section foreman helper in the Maintenance Department under G. C. Stanley in Gates County, April 6, 1925. I worked for him and D. L. Davis until December, 1926. Then I was transferred to Hertford in Perquimans County under C. L. Richardson.

"October, 1927, I was transferred to a 'floating gang' operating a No. 12 grader in Gates, Chowan, Perquimans, Currituck, Camden and Pasquotank Counties under the supervision of H. P. King. I was made Section Foreman in November, 1928, in Perquimans County. R. R. Roper was my District Engineer from July, 1931, to August, 1948, when he was transferred to Construction. George K. Mack replaced Roper as District Engineer. At present, I'm Section Foreman in Perquimans County and under the supervision of P. L. Jackson, Supervisor. I work out of the District One office in Elizabeth City where Mack is District Engineer."

Hofler is the son of William A. and the late Susianna Pierce Hofler. He was born July 14, 1906, in Gates County. He attended the grade schools in the county.

February 9, 1932, he was married to Lillian White of Gates County at Suffolk, Virginia. They live in Hertford and are members of the Damascus Christian Church of Sunbury. The Hoflers have a teen-age daughter, Lillian Ann.

Off the job, you'll find Hofler fishing or hunting along the Perquimans River.

The able District Engineer at Elkin for Alleghany, Surry, Wilkes and Yadkin Counties is Charles Gladstone Ashby. Most of his 30 years of highway work have been spent in that area.

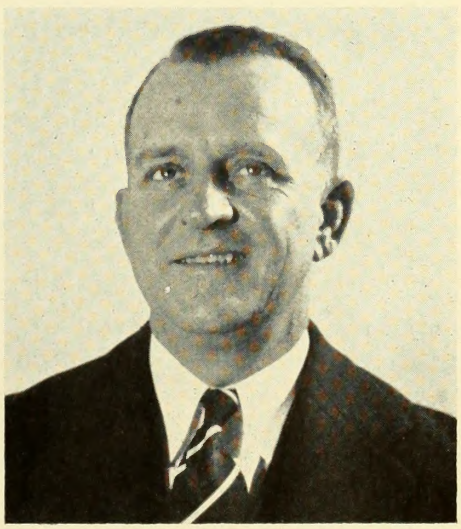
In his words, "I started work with the Highway Commission out of Mount Airy in July, 1924. I was with the Construction Department under Division Engineer C. S. Currier. I worked on construction till July 1, 1931, under the following Resident Engineers: Z. V. Stewart, A. B. Cole, M. D. Patterson, I. G. Tuttle, Temple, and J. A. Carpenter.

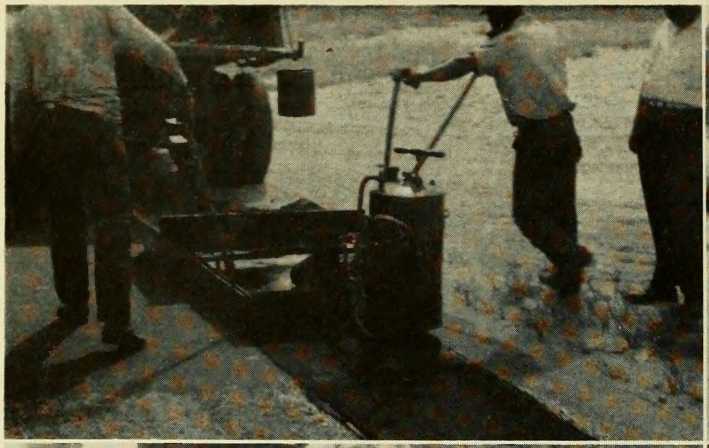
"I was then transferred to Maintenance. In this work I served under the following Division Engineers: H. E. Noel, Z. V. Stewart, and J. H. Councill. C. S. Currier and T. A. Leeper at various times were my District Engineers."

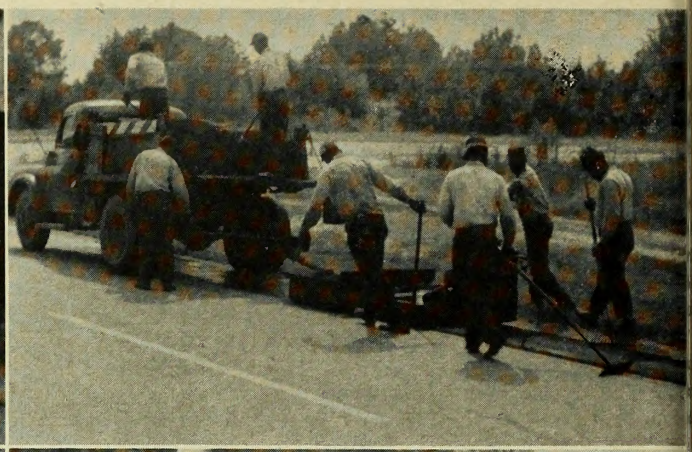
Ashby was born November 19, 1903, in Surry County, Mount Airy. He is the son of Dr. Thomas Benton Ashby and Myrtle Ross Ashby. Young Ashby was graduated from the Mount Airy High School in 1922. He studied for two years at old Trinity College, now Duke University.

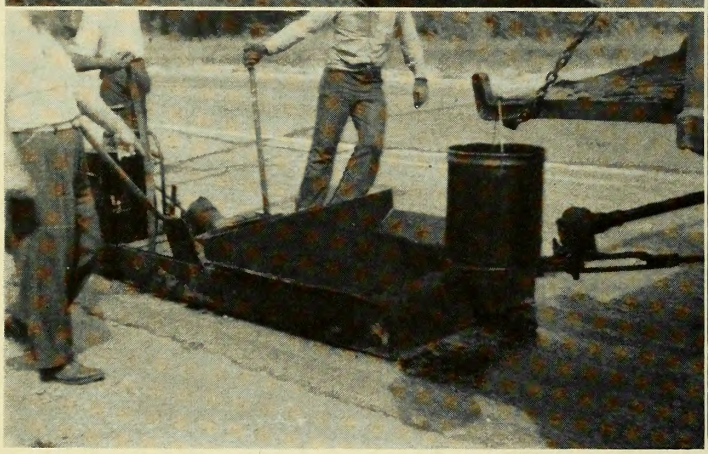
December 27, 1933, he was married in Charlotte to Elizabeth Strowd. Today they live at 321 Bridge Street in Elkin. They have two fine children: Charles Gladstone, Jr., and Elizabeth Ross (Betsy) Ashby. They are active workers in the Elkin Methodist Church.

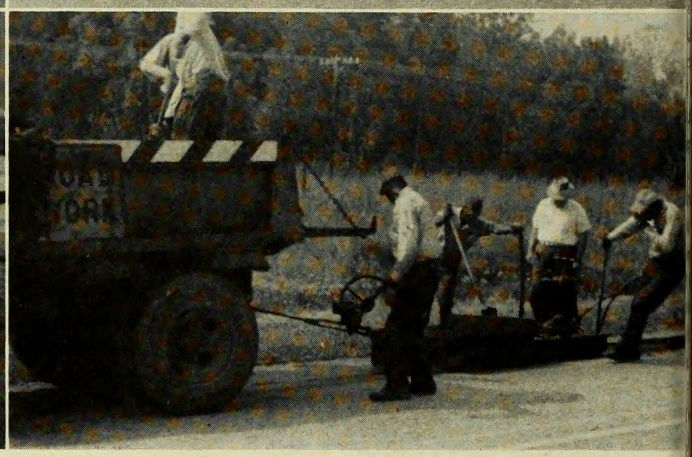
CHARLES GLADSTONE ASHBY











In 1954, Harnett County maintenance forces under the direction of R. N. Weaver, Maintenance Supervisor, and Sam M. Wilson, District Engineer, widened both sides of the pavement on US 15-A in Harnett with local sand-clay-gravel. The base for the 36-inch widening was then given a bituminous surface treatment. After one year of use, sections of the widened strip had sunk as low as 3/4 inch from the original pavement.

Last October, maintenance forces applied a tack of RC-2 to the depressed sections. Then they brought the sections up to grade by spreading a hot sand asphalt plant-mix. A special, home-made spreader strike-off box was used.

The plant-mix was shoveled by hand from the truck body into the spreader box. A standard, portable coil-type burne and its fuel tank, installed in the rear 20 inches of th spreader, kept the plant-mix hot. A patch roller was use to compact the plant-mix.

The strike-off spreader, which runs directly on the pav ment, is seven feet long and two feet nine inches wide. Th front compartment which is the hopper is 3'8"x2'9". Ther are two adjustable screeds - one at the rear of the hopper, th other 20 inches back from the first one. The entire spread was made from eight-inch drag blades. Each side consis of two eight-inch blades. The ends and adjustable strik off screeds are each made with one thickness of drag blade The spreader is steered from a pintle hook on truck.

New Maintenance Pattern

Division Ten is in the process of adopting the proposed new organization pattern for maintenance personnel. The change has required no major personnel adjustments.

District Two of Division Ten has a total of 1,887.1 miles which is less than the mileage assigned to the average district. However, the metropolitan area of Charlotte adds population, motor vehicles, vehicle-miles, and numerous problems which are not present in the average district. Of the 1,887.1 miles in the district, a total of 1,343.3 miles or 71 per cent of the district mileage are paved roads and streets. It is significant that all State Highway and County Road extensions in the Charlotte city limits are maintained by State forces.

The pattern for maintenance personnel has the followin classifications:

1,887.1 miles—Three Prison Camps (About 275 prisoners

Area Foremen	3
Maintenance Foremen II	18
Maintenance Foremen I	25
Total Foremen	46

1,88.1 miles ÷ 46 = 41 miles per Foreman

Machine Operators III	2
Machine Operators II	16
Machine Operators I	8
Total Machine Operators	26

1,887.1 miles ÷ 26 = 72.6 miles per machine operator

Truck Drivers = 42

1,887.1 miles ÷ 42 = 44.9 miles per truck driver

Plan to Retire?

If you plan to retire and receive Social ecurity benefits, you will have to estab- sh proof of your age, the Highway ersonnel Department reports.

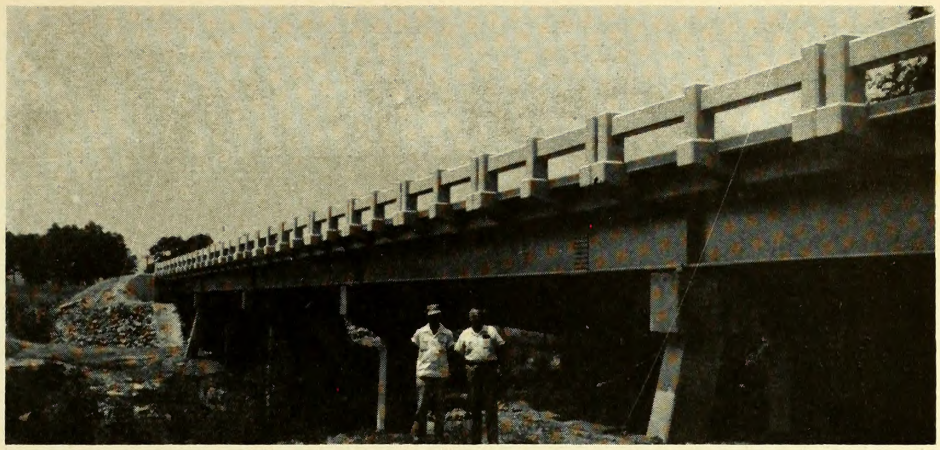
If you have children under 18 years of ge at time of your retirement, they will e eligible, as well as your wife, to draw enefits. This is true, no matter what ne age of the wife if the children are in er care.

When the wife of a retired employee rns 65 and is living with her husband, ne is eligible for social security on her usband's record.

However, it is necessary for all poten- al beneficiaries to establish convincing oof of age. One of the types of proof age, listed below, must be furnished. ny proof of age will be returned upon quest.

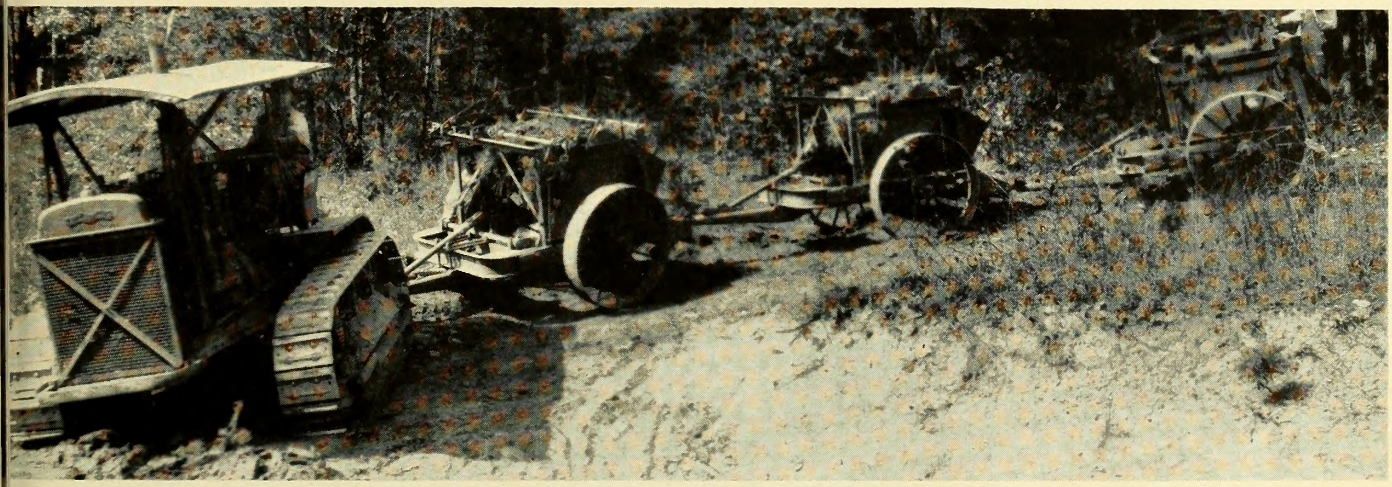
A birth certificate is the most con- ncing proof of age. Submit it rather an a baptismal certificate or a state- ent of birth shown in a church record. you do not have any of these proofs they are not readily obtainable, sub- it the proof, listed next in order rather an a proof lower on the following list. Additional proof of age may be request- by the Social Security Administration your document is not convincing proof. is to your advantage to submit a docu- ent high in order of preference on the llowing types of proof of age:

1. A birth certificate. (A delayed birth rtificate is acceptable if it is ten years l at time presented. However, a delayed rth certificate, registered before you are , may be acceptable if the certificate early establishes proof of age. In gen- al, the same proof of age, used in aking application for a delayed certifi- te with a Register of Deeds, may be used by the Social Security Administration to establish the necessary proof.)
2. A baptismal certificate or a statement of birth, shown in a church record, must be certified by the keeper of the record.
3. Notification of registration of birth in a public registry of vital statistics.
4. Hospital birth record must be certified by the keeper of the record.
5. A foreign church or government record.
6. A signed statement by the attending doctor or midwife as to the date of birth shown on his or her records.
7. Family Bible, or other family record, certified by a Notary Public. (A Social Security office will make this certification without charge.)
8. Naturalization record.
9. Immigration papers.
10. Military record.
11. Passport.
12. School record, certified by keeper of such record.
13. Vaccination record, certified by the keeper of such record.
14. An insurance policy showing your age or date of birth.
15. Labor Union or fraternal record, certified by the keeper of such record.
16. Marriage records showing your age or date of birth. (Application for marriage license, marriage certificate, or church record must be certified by the keeper of such record.)
17. Other evidence, e.g., signed statements from persons who have knowledge of your date of birth, voting record, poll-tax receipts, driver's license, etc. (A Social Security office will provide the required number of forms to secure such statements.)

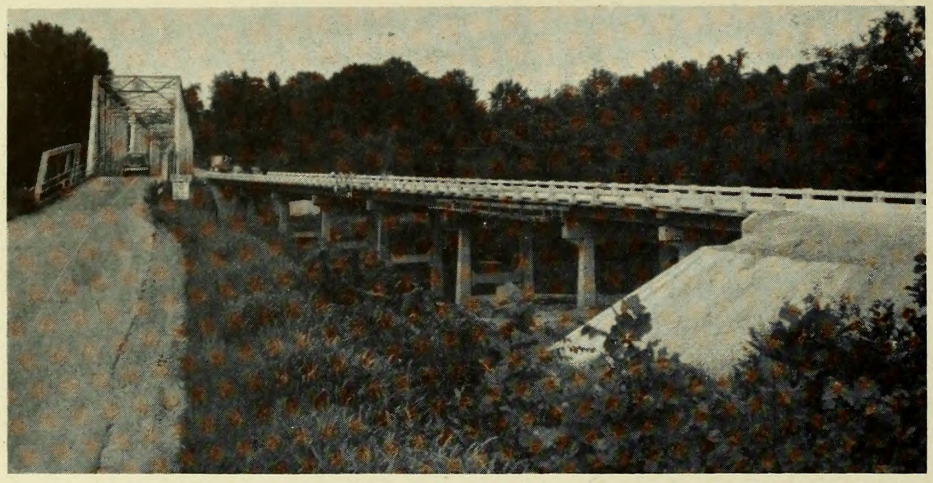


—Photo by Joe Powell, Bridge Construction Engineer.

A new continuous I-beam bridge with concrete deck has been built over the French Broad River on the 3.5 mile relocation of NC 191 between Hendersonville and West Asheville. Inland Bridge Company, the structure contractor, also built an overflow bridge over the French Broad and a bridge over Mills River. The highway resident engineer on the work is Ken Westwood, at right above.



Remember when the Caterpillar "60" tractor and the clid wheelers were used on the State's roads? The above ıdbuilding machinery was used in Catawba County prior 1931. When the State took over the maintenance of county roads in July, 1931, the equipment was assigned to the Statesville District of Division "D". It was used for many years after 1931. The tractor operator is E. M. Donkle. The wheeler operator is his father.



—Photo by R. F. Nickel, Bridge Construction Engineer.

The new 520-foot long bridge on NC 700 over the Dan River at Draper was built of continuous and I-beam spans. The old, one-way narrow bridge, on left, has since been removed. A bad curve was eliminated by construction of the new bridge on a new, straight location. C. C. Painter is resident engineer on the work.

Right of Way Aims

With the rising cost of acquiring needed property for highway construction, it is interesting to note what the Right of Way profession uses as its measure of proficiency. Following is a reprint from the December issue of "Right of Way" official publication of the Right of Way Association:

"Recognizing the responsibility of our profession to the people and business of our country, and believing that we should encourage and foster high ethical standards in our profession, we do hereby adopt the following Code of Ethics for our constant guidance and inspiration predicated upon the basic principle of truth, justice and fair play.

"1. To show faith in the worthiness of our profession by industry, honesty, and courtesy, in order to merit a reputation for high quality of service and fair dealing.

"2. To add to the knowledge of our profession by constant study and to share the lessons of our experience with our fellow members.

"3. To build an ever-increasing confidence and goodwill with the public and our employers by poise, self-restraint and constructive cooperation.

"4. To ascertain and weigh all of the facts relative to real properties in making an appraisal thereof, using the best and the most approved methods of determining the just and fair market value.

"5. To conduct ourselves in the most ethical and competent manner when testifying as an expert witness in court as to the market value of real properties, thus meriting confidence in our knowledge and integrity.

"6. To accept our full share of responsibility in constructive public service to community, state and nation.

"7. To strive to attain and to express a sincerity of character that shall enrich our human contacts, ever aiming toward that ideal—'The Practice of the Golden Rule.'"

Roadside Parks Are Appreciated

Travellers continue to express their appreciation for the roadside parks which are built and maintained by the Highway Commission.

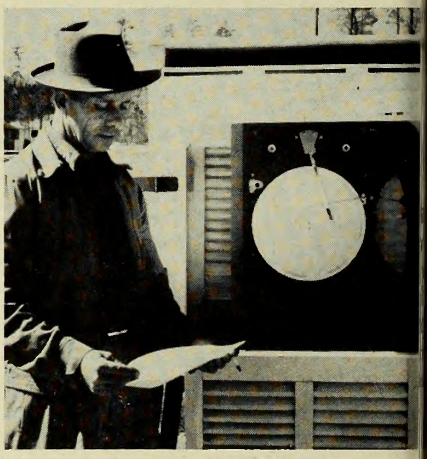
Two ladies from New Jersey wrote, "We found the roadside park very satisfactory. The grounds were very clean and the tables newly painted. We thank you."

A man from Huntingdon, New York, wrote, "We have just stopped at this very fine wayside park to eat our lun enroute to Lake Helen, Florida. May commend you for it and hope there w be a few more available on our ne trip south."

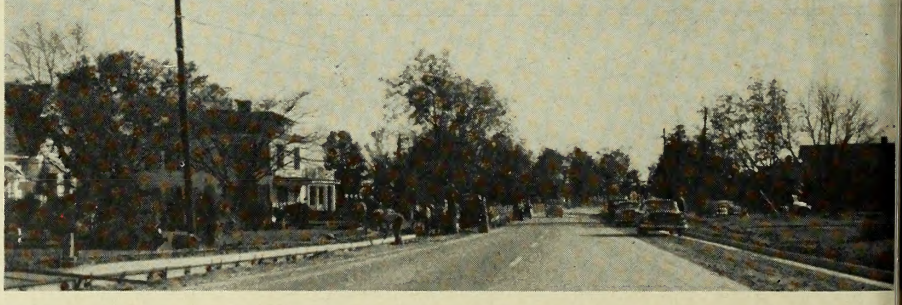
A man from Three Rivers, Quebe wrote, "I like your roadside park ve much and I wish to have some more my way to Canada."

A Philadelphian wrote, "My husba and I, driving up from Florida, wish express our appreciation of the beautif roadside park above Jacksonville, whe we ate our lunch and enjoyed a pleasa half hour. Tourists are grateful f clean, well-kept parks like yours."

A man from Wayne, Pennsylvan wrote, "The roadside parks in your sta are nice and very well kept. But th are few and far between. I believe t motoring public would welcome mo spots where they can have lunch or pi pare a picnic meal."

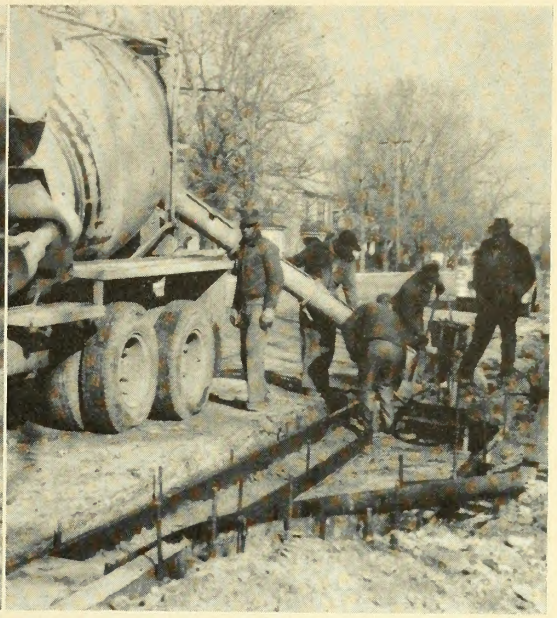


A member of the highway resea department changes the two-pen te perature recorder which is located the Raleigh-Durham highway at airport road intersection. Thermon ters have been installed in the top a bottom of the concrete slabs of new highway to study warping stress



State maintenance forces recently completed widening NC 18 near its intersect with NC 182 at Fallston. The widened road has greatly relieved the tra congestion.





Maintenance forces in Halifax County have since completed the installation of 1,500 feet of curbing and gutters in Littleton. The work, completed along NC 4 (Mosby Avenue) in Littleton, has greatly improved the appearance of the street and added to the convenience of property owners. At the same time, the new curbing and gutters corrected a troublesome drainage problem.

Highway personnel include from left Jim Cooper, Charlie Webb, W. M. Whitley, and R. W. Nowell. In the picture at right see a truck driver, Cooper, Whitley, Webb and Rhea.

Like Our Roads

A Durham resident recently wrote Highway Chairman A. H. Graham that my wife and I recently returned from a trip that included a substantial portion of our state as well as Kentucky, Tennessee, Indiana, Illinois, Ohio, Pennsylvania, Virginia, South Carolina, Georgia and Florida.

"It is my impression that the people of this state (North Carolina) are most fortunate in the matter of good roads and improvements in progress. We have much to be thankful for and we never have to hesitate to ask folks to come to North Carolina. You must have a wonderful organization to get so much done—the quality and safety of our roads is wonderful.

"Good luck for the future—and thanks for the new bypass west of Durham. I'm sure we'll all appreciate it."

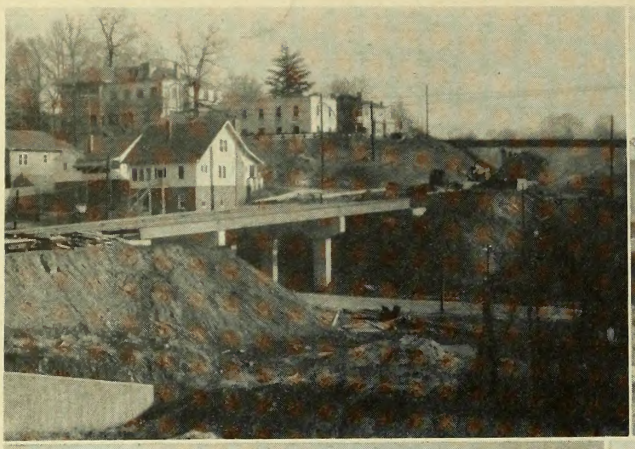
A Marine Major at Cherry Point wrote that he drove a GMC 3/4 ton truck and a mobile house unit through seven states on his way to Kansas, and that "based on road conditions and smoothness, North Carolina has by far the best roads of the seven states."

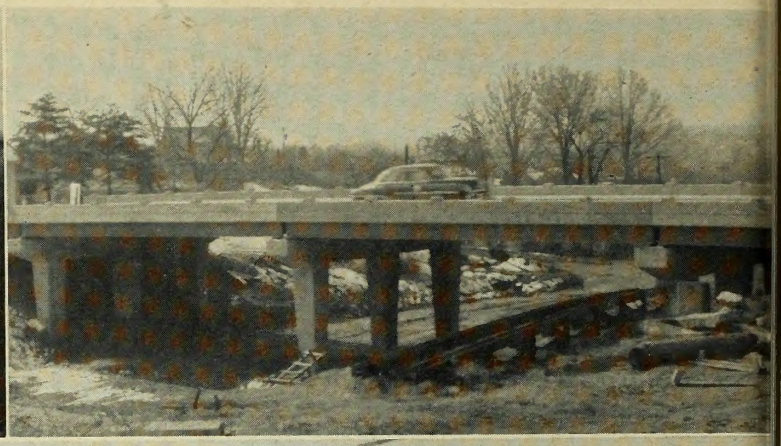
Ballad of the Bridge Designer

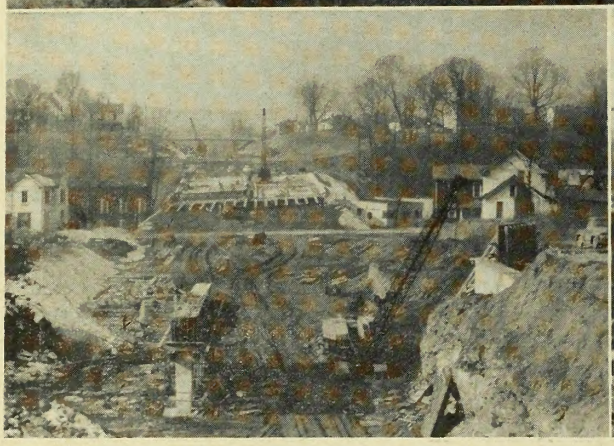
There are poems of trees, of birds and bees,
There are poems of men and mice;
But to a bridge designer there's nothing finer
Than the poem he sees in a riveted splice.
Ne'er yet has man found words to span
The quiet but proud contentment fine
The designer knows when his figures close
With the free flowing symmetry of an influence line.
On paper white, with his eyes a'light
He sums up strain and shear
While the growl and whine of the Marchant's grind
Makes sweet music to his ear.
With subconscious finesse he records each stress
But his mind's in a distant dream
Where chaste piers rear high against the sky
And a truss towers o'er the stream.
He may mildly thrill to a grassy hill
Bedecked with the flowers of May
But a graceful arch, be it May or March
Fair steals his heart away.
Yes, no poetry heard of the spoken word
Can to his taste compare
With the clear-cut line of a bridge design
In which he's had a share.

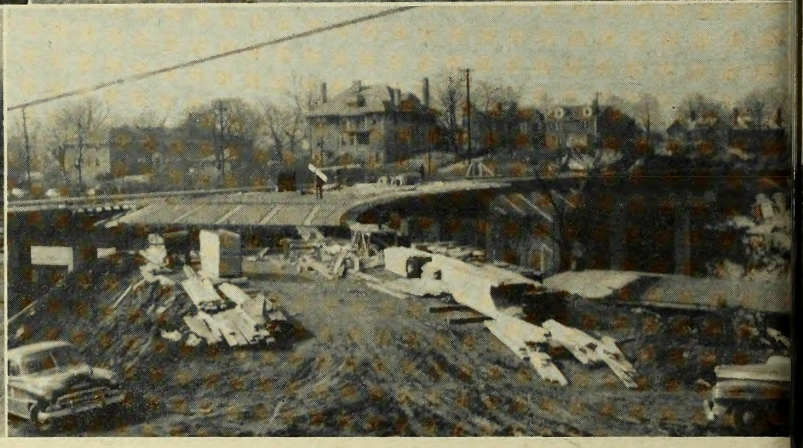


Resident Engineer P. L. Cantrell of Statesville snbmits another of his matchless pen and ink sketches. It was prompted by a property-owner who told Cantrell he wouldn't be able to get his "horror" or harrow across a paved road.









Recent pictures along Winston-Salem Expressway show some of the tremendons structnres. Top left picture was made of the snbstrnctnre and I-beams in place over Crafton Street and the snbstrnctnre and I-beams on the Fonrth Street Bridge.

Top right pictnre shows the Green Street Bridge. Note the"npside down" batter on pier stems.

Lower left view was taken from the new Marshall Street bridge, looking west. It shows the snbstrnctnre of the Sprnce Street Bridge in the foreground, the Brookstown Avenne Bridge nnder construction, in center, and the com pleted Green Street Bridge in distance.

The lower right pictnre is a view of the ramp leadin from Liberty Street to the viaduct over Winston-Salen Sonthbonnd and Norfolk and Western Railway tracks, be tween Trade and Liberty Streets.

On a joint bid, Sanford Construction Company and th J. K. Cecil and Son firm are grading and building the struc tures which should be complete by Jannary 1, 1957. W. S Sizer is Resident Engineer.

Graham Allocates Interstate Funds

At the February 24, meeting of the Highway Commission, Chairman Graham announced the allocation of $4,660,000 from the $6,895,700 available for expenditure after July 1, 1956, from the federal Interstate and matching State funds to seven road projects.

He explained that he and the Chief Engineer were in complete agreement as to the allocation of a part of the Interstate funds now and the retention of about 30 per cent —$2,235,700—for current grading and structure projects that will need paving during the next fiscal year.

The allocations, based on State-wide need, were made to the following projects:

Division Four, Johnston-Wilson Counties—US 301 from Kenly to a point one mile south of Lucama, grading, drainage and structures—$700,000.

Divisions Five and Seven, Orange-Durham Counties—US 70 from Eno Station to west end of Durham Bypass, grading and structures for dual-lane—$650,000.

Division Six, Robeson County—US 301 from south end of Lumberton Bypass to US 74, paving—$250,000.

Division Seven, Orange-Alamance Coun ties—US 70 from Efland to NC 49, su facing and shoulders—$260,000.

Division Nine, Forsyth County-Winston-Salem Expressway, grading an structures from east end of current con struction project (7476), east—$1,600,00

Division 12, Catawba County—US 7 from Catawba River, west, grading an structures—$500,000.

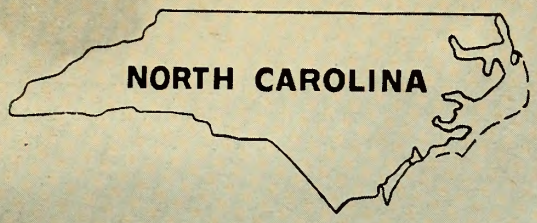
Division 13, Burke County—US 7 grading and structures from NC 18 we toward Glen Alpine—$700,000.

The total of the seven allocations $4,660,000, leaving an unallotted balan of $2,235,700.

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ROADWAYS

A MAGAZINE FOR EMPLOYEES
OF THE STATE HIGHWAY COMMISSION

MAY - JUNE, 1956

Refund Explained

April 5, 1950, the Federal Secretary of Health, Education and Welfare approved the agreement between the State and the Teachers and State Employees' Retirement System for a coordinated social-security-State Retirement program. Under the agreement, the State will continue to match the 5 per cent salary contribution made by employees. The State will match all employee contributions to the State Retirement System only to age 60 of an employee. However, the State will match all taxes paid to Social Security by an employee, regardless of his age, until his retirement or termination of State employment.

All State employees occupying permanent positions are now covered by Social Security retroactive to January 1, 1955. A person who was first employed by the State after January 1, 1955, is covered by Social Security only from the date of his enrollment in the State Retirement System.

Any State employee who was a member of the State Retirement System and left State employment on or before April 4, 1956, was eligible to receive a full refund of his 5 per cent salary contribution to the State Retirement System.

Any State employee who is a member of the State Retirement System and leaves State employment after April 5, 1956, is also eligible to receive a full refund of his 5 per cent salary contributions made to the State Retirement Fund up to January 1, 1955.

However, on his 5 per cent salary contribution made to the State Retirement Fund from January 1, 1955, forward, an employee is eligible to receive 3/5's of a refund on his contribution. The other 2/5's of the 5 per cent salary contribution from January 1, 1955, forward goes as a tax to Social Security and is not refundable. This is true of all contributions on salaries up to $4,200.

The State employee who makes more than $4,200 is eligible for a full refund of the 5 per cent retirement he makes on the amount of his wages in excess or over $4,200 since any wages over the maximum $4,200-level are not taxable by Social Security.

ROADWAYS

Vol. VI May-June No. 6

Published bi-monthly by the Public Information Department of the State Highway Commission, Raleigh, N. C.

A. H. Graham, *Chairman*

W. H. Rogers, Jr., *Chief Highway Engineer*

Margaret Burk, *Editor*

Cover picture shows grading for the paving this summer of the east-bound lane of the dual-laned limited access highway from Durham to Chapel Hill.



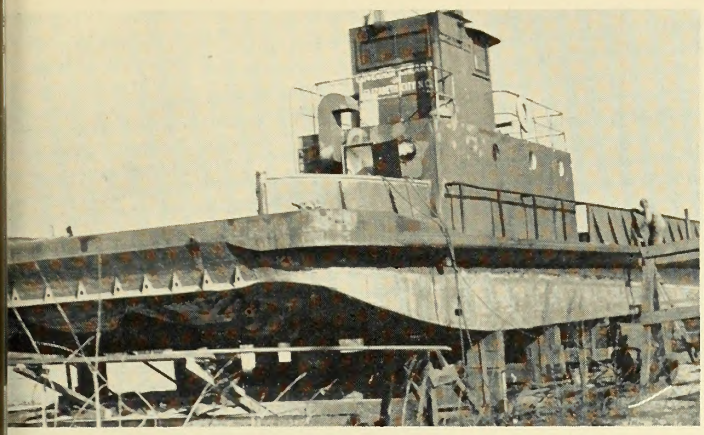
March 19, 21, and 23, the Portland Cement Association sponsored three one day long seminars for highway personnel on the latest developments in concrete and soil-cement processes for road construction. Above pictures show some of the men who took part in the schools.

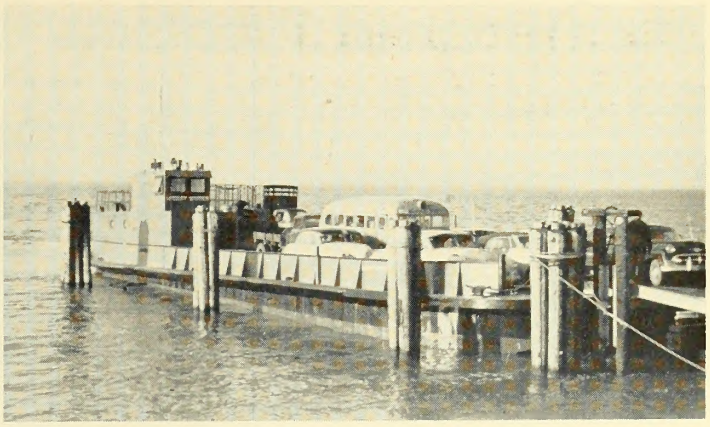
Top picture shows the five Division Engineers who met in Goldsboro: E. L. Koonce, Fourth at Wilson; R. Markham, Second at Greenville; L. E. Whitfield, Sixth at Fayetteville; Chief Engineer W. H. Rogers, Jr.; W. N. Spruill, First at Ahoskie; and C. E. Brown, Third at Wilmington. PCA Paving Engineer Robert Hairston is standing.

The Division Engineers who gathered at Greensboro included, from left, T. J. Burton, Seventh at Greensboro; R. B. Fitzgerald, Ninth at Winston-Salem; Hunter Irving, Fifth at Durham; and M. E. Beatty, Tenth at Albemarle. Back row, from left, see T. G. Poindexter, Eighth at Aberdeen; Rogers; and Hairston. Since Division Engineer Z. V. Stewart couldn't be there, his assistant, Fitzgerald represented the Ninth.

Soils experts discussed test samples during the seminar at Greensboro. From left, see, Gordon S. Maynard, Richmond District Engineer of PCA; L. D. Hicks, Assistant Materials Engineer; Lynn T. Norling, from Chicago Soils Bureau PCA; F. W. Vaughan, Richmond District Soils Engineer of PCA.

The four Division Engineers from the western part of the State who met in Asheville included C. W. Lee, Fourteenth at Sylva; E. L. Kemper, Twelfth at Shelby; W. M. Corkill, Thirteenth at Asheville; J. H. Councill, Eleventh at North Wilkesboro; and Hairston.





Highway Commission Maintains Vital Ferry Boat Operation

By GEORGE K. MACK

District Engineer at Elizabeth City

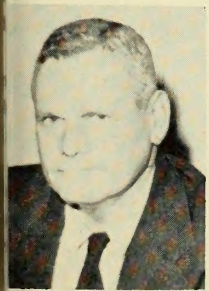
No trip to the Outer Banks of North arolina would be complete without a rip across at least one of the three erry routes on which nine ferry boats are wned and operated toll-free by the State ighway Commission.

It's indeed a rare treat in these days f multimillion dollar bridges and super-ighways throughout the country to ake a peaceful and restful ferry trip ver either Oregon Inlet, Croatan Sound r Alligator River without having to ay a toll.

The Highway Commission's "Navy of are" consists of nine "ships." Two of ne ships are small wooden boats — the Tyrrell" and "Barcelona" — with capa-ity for 11 cars each. They are used as pares and work boats.

The other seven steel ferry boats are sed on the regular runs. The boats were idened from the original 32 feet width to 5 feet. They can now accommodate four nes of traffic on deck.

In the process of converting these boats, ne bows of each were lengthened to 108 et overall from the new bow to the tern. All the boats are equipped with vo-way radios to our central main sta-on which is located at the shipyard Manns Harbor. We maintain a shop ere for all types of repairs and main-nance on the boats. In addition, we ave a marine railway for pulling the afts out of the water to work on the des and bottoms. It also makes it easy to place the propeller shafts and propel-rs.



GEORGE K. MACK

All our steel ferry boats are equipped with 165 h.p. GM diesel engines. All the repair work and rebuilding of the engines is done by our State forces. The chipping, sand blasting of rust and scale, and repainting with red lead anti-corrosive paint, deck painting is done by our forces. We accomplish a complete overhaul job twice a year on each of our ferries.

The "Governor Scott" — regularly assigned to the Alligator River ferry run — and the "Governor Cherry" and "Sandy Graham"—regularly assigned to Croatan Sound — are each powered by two 165 h.p. GM diesels. The two engines furnish sufficient power except during hurricanes and extreme high tides when the boats are unable to operate and are tied up.

Since 1947, we have had steel boats operating across Alligator River and Croatan Sound. To date, we have only missed eight days of operation from bad weather conditions or other causes during the nine year period.

At Oregon Inlet where the tides, winds and fog are much more hazardous, we operate four converted LCU's. Each is powered with three instead of two 165 h.p. GM diesels. The operating hazards of shallow water, shifting shoals and fast-flowing ebb and flood tides make the operation more dangerous than at Croatan Sound or Alligator River. At present, the "Lindsay Warren" and the "Herbert C. Bonner" are regularly assigned to Oregon Inlet. The "Governor Umstead" and the "Conrad Wirth" are in the shipyard for their semi-annual overhauling. They will be available at the Inlet by June 1, 1956.

When our new summer schedule goes into effect, we will operate two regular boats on a double schedule leaving each side every half hour. A Third boat will pick up cars left on either side between scheduled operations. The fourth boat will be used as a spare when either of the other three is broken down.

During 1955, 30,970 vehicles and approximately 80,220 passengers were ferried across Alligator River. Some 73,458 vehicles, including two school buses each school day, and approximately 201,040 passengers were ferried across Croatan Sound. Another 93,267 vehicles and approximately 171,397 passengers were ferried across Oregon Inlet.

The three operations ferried a total of 197,695 vehicles and approximately 452,657 passengers. Total cost of the whole operation during 1955 was about $215,000. From every standpoint, we may reasonably expect a traffic increase at each point during this year.

In February, 1947, the two wooden boats —the "Tyrrell" and "Dare"—were purchased for $20,000 from the Roanoke Ferry Company when the State took over the ferry operation across Croatan Sound. In April, 1947, two LCT Navy landing crafts were purchased for $10,000 each from the Maritime Commission. The "Governor Cherry" was converted from one of these LCT"s by Craig Brothers, Norfolk, Virginia, in May, 1947, for $21,700. The "Sandy Graham" was converted from an LCT by Craig Brothers in July, 1947 for $22,400.

In the fall of 1948, an LCU landing craft was purchased for $22,000 from the Peck Iron and Metal Company, Portsmouth, Va. It was converted to the "Governor Scott" ferry boat by Dunns Marine Railway, Inc., West Norfolk, Va., in February, 1950, for $16,400. At this time, we were operating two wooden boats at Oregon Inlet — the "New Inlet" and

(Continued on page 20)

Maintenance Problems of Mountainous Fourteenth

By PAUL DUPRE

Assistant Division Engineer at Sylva

While the maintenance problems encountered in the 14th Division are no different than those met and solved in the other 13 divisions, they are more varied and probably encountered more often and with more severe intensity.

We still have to clean ditches, clean out pipe, patch pavement, and perform other routine maintenance operations. However, due to the constant freezing and thawing during the winter months, spring usually finds the mountain counties which make up the 14th Division farther behind in our work than some other divisions. There is more material to remove from the ditches; the pipes require more cleaning; and there are probably more holes to patch in the pavement than in the "flat country."

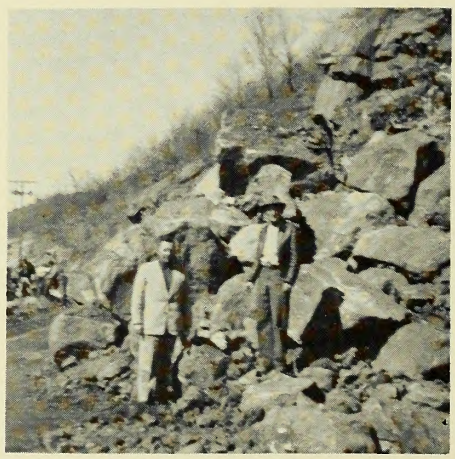
The 14th is composed of ten counties, only one of which lies below the mountains and about one-fourth of this county is mountainous. The elevation varies from about 1,000 feet above sea level at Tryon to 4,000 feet at Soco Gap and 5,000 feet at Max Patch near the Tennessee line.

The maintenance men of the 14th have just now begun to try to clean ditches and pipes which have been filled by the freezing and thawing of snow and sleet which occured this past winter. We are using either a belt loader or rubber-tired front-end loader, two or three trucks, and a motor grader. The grader operator has to be very careful not to tear up any more pavement than he can help. The ditches are full of rocks and small boulders which have rolled down the slopes during the rains and thawing which constantly occur.

For the large slides which seem always to occur whenever mountainous terrain is encountered in road building, one shovel or front-end loader and two or three trucks are used. It would be nice if we could always use the material which slides down the steep slope of a cut in a washed-out place in one of the large fills on the road. However, it is often the rule rather than the exception that the slide will usually be too far away from where the material is needed that the slide material has to be wasted. Instead, other material must be loaded and hauled to the large washes. This makes for double trouble and double expense.

Prison Labor Used

We in the 14th have six prison camps from which prisoners are worked on the roads. Due to the excessive number of prisoners which must be worked, manual labor, of necessity, must be used rather than new and modern machinery. More prisoners must be sent to a job than is really needed because the gangs cannot be broken up into smaller units. The public sees some loafing and some working. Until plan of efficiently working what prisoners we need is solved, this cannot be helped. At present, a study is being made o the merits and costs of prison labor vs free labor. In Graham County, prisoner are not used while in Clay County which is comparable in mileage, area and population to Graham, the maintenance work is done with prisoners. The difference in cost between the two counties is not very much at present although Graham's topography is much more rugged. However, Graham and Clay are two of the smallest counties in the State and a comparison on this small a scale might be misleading.



J. Warren Franklin and Fred Hollifield examine a big slide which occurred on NC 26 near Red Hill on March 3. Two men were at the slide all night directing traffic to turn back while the road was completely blocked. Mitchell County crews worked all day Sunday getting the road open for one-way traffic. This is another fine example of highway employees pitching in and willingly working during an emergency.

The slide required drilling and blasting plus the use of a shovel for four days to completely remove the damage and make the road safe again for the travelling public.

In the 14th, we have 4,392.5 miles o road. This figure breaks down to 783. miles on the State system, and 3,609. miles on the county system. On th State system, 726.7 miles or 92.8 pe cent are paved. Only 799.0 miles or 22. per cent of the County system are paved Each county in the 14th has its ow patch crew except Cherokee-Clay an Swain-Graham which share a crew. Th crews are constantly busy trying to re pair the hard surface sections whic have suffered from winter weathe damage and traffic damage. In the 14t we have gang foremen with each priso gang. Definite sections in each count are assigned to a certain foreman. I the larger counties a floating gang i also used. This is also true in th remote sections of counties where it i not practicable or feasible to try t transport prisoners long distances. Eac gang foreman is directly responsible t a supervisory or county foreman wh checks on the work in the entire count each day. Due to the limited func available for maintenance in the 14t it is not thought practicable to use th area foreman plan.

No article on maintenance in the 14t would be complete without mentionin winter maintenance, e.g., snow and i removal. While other divisions ma have snow drill in November, the me of the 14th have been on the real thin for almost a month. Due to the deman of the travelling public who never see to stop moving, we have to place fro two to five men in each county on nig patrol. These men check the roads night and apply sand, chloride or sa as needed on slick spots. In event of snow or a general ice storm, these me call for more help from the other mai tenance personnel. We have just tak the last of the night men off duty Ap 1st. At the same time, our weather ma who stays in a small office at Soco G

all night long, with no company except the telephone, every night from November 1st to April 1st each year has just gone back to his regular job. His only job is to check on the weather and report to the maintenance sheds any unusual or dangerous weather which could make the roads unsafe. We cannot stop weather but we try to keep the roads open for the public.

Keep School Busses Running

On top of all the jobs outlined above, we think our most important job is to keep the school busses running at all times. This is a never-ending task. There are 2,866.7 miles of unpaved roads in the 14th Division. About 85 per cent of this mileage is on the school bus system. It takes constant machining with motor graders, ditching with machinery and prisoners, and a constant convoy of trucks adding crushed stone to keep the roads passable in all kinds of weather.

To all the other jobs add a fleet of 25-30 mowing machines which are used each work day during the summer months in mowing shoulders along the county roads as well as the State Highways. Also add the bumper-to-bumper tourist traffic, during the summer months which demands and gets good roads to travel on and you have a complete picture of the mountainous 14th division.

P. S. In the mountains you can always expect the unexpected. During the mid-morning hours before daylight this morning, April 11th, a drizzling rain turned to white and by 8 a.m. a blanket of snow covered the mountainous area. The snow varied from eight inches at the Haywood-Transylvania line on US 276 and the Clay-Macon line on US 64 to five inches in Soco Gap and in the Cashiers-Highlands area.

We still like our mountains!

Push-Button Plant Turns Out Good Mix for Cold Patch Work

Maintenance Supervisor J. L. Stewart of Lee County and Ralph Spivey, Mechanic from the District Shop in Sanford, have built a cold-patch mix plant with dryer which can turn out one ton of material every five minutes or about 12 tons per hour.

The plant which only cost about $1,250 can be satisfactorily operated by three men. The blower, burner, conveyor and mixer were obtained from abandoned equipment at the highway shop in Raleigh. The electric motors were procured from State rock quarries. Other equipment and parts were salvaged from abandoned equipment at the District Shop in Sanford.

The material — half sand and half gravel — is picked up by a hough loader from separate stock piles and put into the upper hopper which holds 2½ cubic yards. A worm, operated by a ten H.P. electric motor, carries the sand and gravel out of the upper hopper to a six-foot conveyor, also powered by the same ten H.P. electric motor. The conveyor takes the sand and gravel from the worm and dumps it into the dryer, a 24-inch by 18-foot long corrugated metal pipe.

Powered by a 5 H.P. electric motor, the dryer revolves at the rate of 25 r.p.m. It is equipped with four 3"x3"x18' pieces of angle iron which are used as mixing blades to keep the material falling as the dryer revolves. At the lower end of the dryer is a burner and blower, both salvaged from an old tank car heater. The burner is placed into the end of the dryer. At the upper right end of the dryer is a 36-inch blower (closed in) connected to the side of the dryer. The blower pulls the fire, smoke and moisture through the dryer. It pulls the smoke and moisture out through the smoke stack.

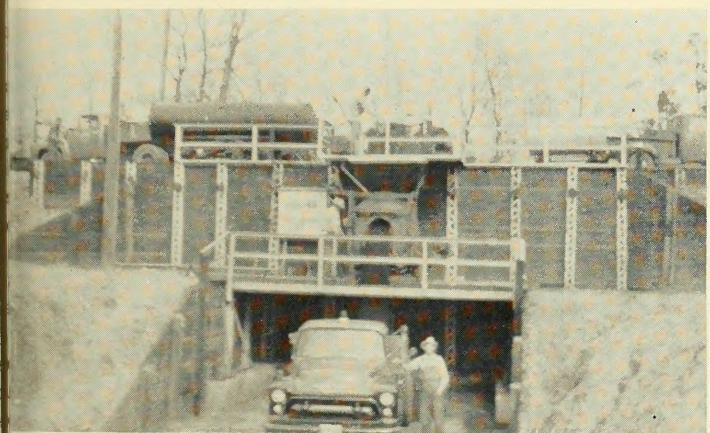
The sand and gravel comes out of the hopper at approximately 250 degrees F., and goes into the lower hopper (22 cubic feet each side). One man operates both the burner and dryer.

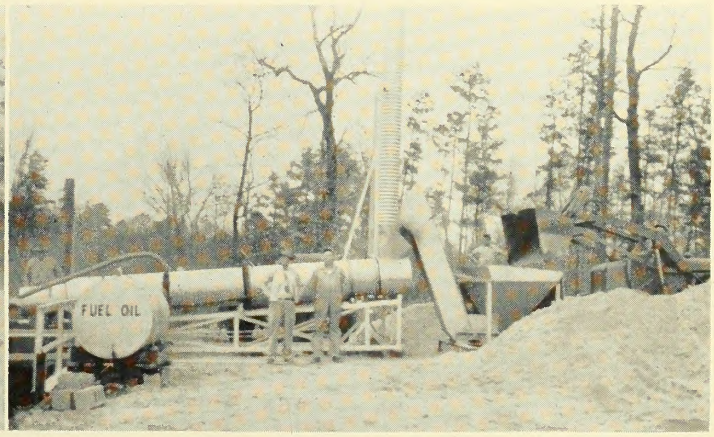
The lower hopper has two separate compartments. Sand and gravel is used from only one side at a time. As a result, one side of hopper is always full.

This operation is done by revolving a lid to 45 degree angle both left and right. The material is then taken from one side of the lower hopper into a 14-cubic foot cement mixer by opening one of the lids in the bottom of the hopper.

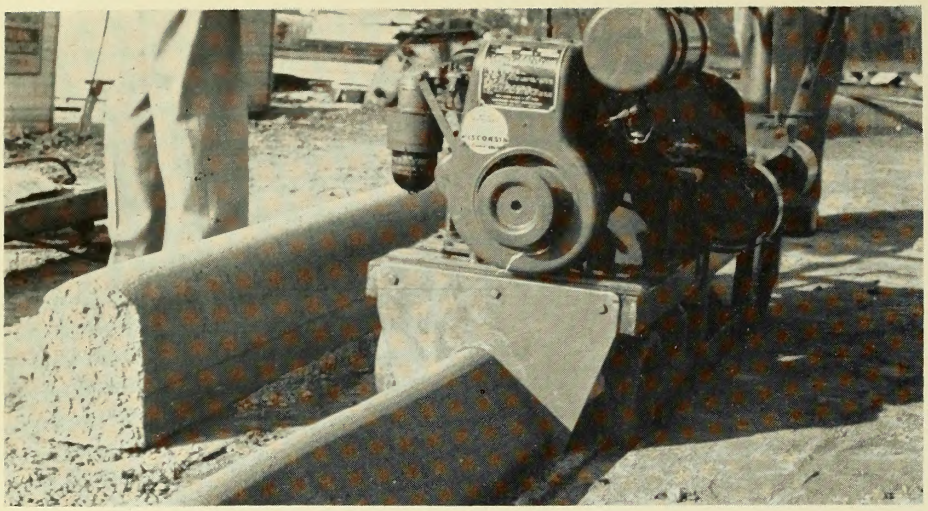
The material is approximately 225 degrees F. when it enters the mixer which is powered by a 15 H.P. electric motor. While the mixer is revolving, the mixer-operator puts in the asphalt by opening a valve from a small supply tank which is connected to the 600 gallon storage tank. He applies about eight to ten gallons of asphalt per ton of sand and gravel. The sand, gravel and asphalt are mixed for four minutes.

The material is then loaded on the trucks by lowering the spout on the mixer while it is still revolving. Trucks can back under the mixer which is eight feet above lower level. After the material is unloaded, the operator opens other bin in bottom of lower hopper and refills the mixer again. The process is continuous since there are three levels and no waiting for hopper to refill.





Two recent views of the push-button cold-patch mix plant at Sanford show the lower hopper and mixer, at left, and the upper hopper, dryer and blower. The man by the truck is C. H. Crickmore. Next see Lee Wicker, Section Foreman. The two men—J. L. Stewart and Ralph Spivey—who built the plant are at right.



Two long-time highway employees, O. K. Stephens of Winston-Salem and W. D. Canfield of Albemarle, have invented and patented a curb laying machine. For several years now, it has been manufactured commercially.

The Stephens-Canfield automatic curber can lay curbs automatically in a fraction of the time required by old-fashioned methods. Using any standard mix, it lays at the rate of 7½ feet per minute. No time-consuming reshaping or retouching is required.

The machine for street, curb and gutter work and traffic channelization is being used by several highway divisions as well as highway departments in other states. In many cities across the country it has been used with complete satisfaction in producing low-cost curbing.

It is a simple operation to feed asphaltic or portland cement concrete into the hopper where it is extruded through worm gear into the curb mold under high pressure. The compaction pressure causes the machine to move forward on the line marking. A hot application or tack coat of emulsified asphalt must first be put down to receive and bond the curb to the paved area. The machine can lay curbs on the subgrade, on the base or on the finished pavement.

Only three men are required in the operation of the machine. On straight runs, up to 1,800 feet of curb have been laid in a normal working day.

Stephens recalls that he "conceived the idea of the machine from a clay mixing machine that is used by potters. By trial and error at the State highway shops in Elkin the machine was developed. Later the frame of the machine was made of lighter-weight material so it would propel easier. The mix for the curb propels the machine." The height, size, weight and speed have all been synchronized to allow a smooth even distribution of the mixture.

"The Wall Manufacturing Company of Winston-Salem has exclusive manufacturing rights on the machine. They had the distributor rights until merging with E. L. Hardin Associates, Inc., of Salisbury, November, 1954."

Maintenance Methods In Mountainous Alleghany

By CHARLES G. ASHBY
District Engineer at Elkin

We thought spring had arrived by April 1, but snow and sleet fell April 7-8 and then again April 11-17. We hope this will be the last snow for the season which usually begins the first of November.

As a result, there are about six months each year with very restricted work for Maintenance forces. Any work that weather will permit is carried on, e.g., clearing right of way, quarry and crusher operation. During the winter, there's often a week at a time when the weather is too rough for any work except the very essential job of snow removal, treating snow and ice with sand, and using salt or Calcium Chloride. This time is a total loss with reference to doing work of a constructive nature. Nevertheless, expenses continue to pile up on a budget that is too small. If you've ever done any road work on snow, sleet, ice, slides, floods and the like, you've probably noticed they always happen on Saturdays, Sundays, or holidays, and usually at night.

Prior to the winter season, we work out a schedule of routes and responsibility. This is a usual procedure in the District Office where we have the cooperation of the Maintenance Supervisor in the area. The schedule is then discussed with the County Supervisory Foreman. If any changes are desirable, they are made. All who will need to know are furnished a copy of the approved schedule and a copy for the bulletin board.

As a rule, our State highways are first in order. Next come the surfaced county roads. After this come school bus, milk, and mail routes.

During all planning and talking about our work, the question of safety and our responsibility to the travelling public is kept in the forefront.

We try to keep all available equipment in the best condition possible. Even thought we may not have to use all the equipment, we like to be prepared and not take a chance.

The major item used for light snows is a group of small trucks with V-type snow plows attached underneath. With heavy snows and drifts, in addition to the small trucks, we use four-wheel drive trucks with the V-type plow in front of the trucks. We also have a V-type plow which can be used in front of motor graders. It's sometimes necessary to use bull dozers and track-mounted shovels on county roads.

With the winter behind us, we still have the job of repairing road damage from freezing, snow sleet, ice and rain. Side ditches and pipe lines need to be cleaned out. This can be done with hand labor till the weather is suitable and the ground can be handled with motor grader, front-end belt loaders and trucks.

Waste material can be used to fill wash-outs or to widen fills. The greater part of our highways in Alleghany were built with narrow shoulders and fills. The shoulders that have gotten too high will need to be cut down. This will be done as soon as possible to save all grass possible. Where possible, we use a motor grader and belt loader.

Winter weather really shows the public where bituminous surface treatment has failed. The important job of repairing the surface must be done quickly. Cracks will be poured, skin patching will be needed, and many sections will need a new and strengthened base with a new treatment. The work on the surface-treated highways and county roads will be pushed to the fullest extent. It will be carried out in the order most suitable to the Road Oil Department.

The roads that do not have bituminous surface-treated pavements must not be forgotten. They, too, must be machined to improve the riding surface. Crushed stone or gravel must be added to weak places. Right of way must be cut. Ditches, both side and tail, must

be opened. Pipe lines must be cleaned out.

The Bridge Department will be placing bridges that need fills due to replacements or relocations.

In Alleghany, 69 miles of State highways are bituminous surface treated. On the county road system, only 38.2 miles of the total 373.1 miles are bituminous surface treated.

At present, we have 19 monthly personnel and 40-45 prisoners per day.

Area Foreman Plan Steps Up Efficiency

By R. W. DAWSON
District Engineer at Goldsboro



When the $200 million rural road bond program was inaugurated in 1948, most maintenance forces were suddenly faced with the enormous task of building a vast network of paved county roads.

During the four years of the program, little emphasis was placed on maintenance. However, even before its completion, it was apparent that some changes would have to be made in the maintenance organization to keep up with the enlarged road system. A county road system which had been composed mainly of unpaved roads was now made up of hardsurfaced roads.

In this district, for many years we had followed the maintenance organizational pattern — common to this section of the State — of hardsurfaced sections, dirt sections, and prison floating gangs. These forces worked under the direction of a Road Maintenance Supervisor. He had one Supervisory Foreman as an assistant who worked mostly on construction jobs. The system had worked fairly well through the years.

But with an expanded road system and the ever-increasing demands from the public for more and better road service, the supervisory personnel spent most of their time dealing with the public on Highway Commission policies regarding drainage, driveway permits, right of way encroachments, and removal of advertising signs from the right of way. The supervisory personnel also conferred with municipal officials on maintenance of streets from Powell Bill Funds or streets within a municipality on the State system. They discussed bus routes and school driveways with school officials. As a result, very little time was left for actual supervisory work of maintenance forces.

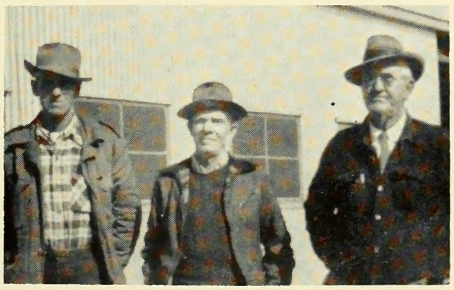
Municipal maintenance, begun on an experimental basis in 1952, was one of the first changes made. One Section Foreman, selected in each county, was given the necessary labor and equipment to carry out the maintenance on all State Highway System streets within every city and town in the county.

Successful Municipal Maintenance

Municipal maintenance proved to be a successful operation. After a two year trial period, it was put on a permanent basis in 1954. Besides the marked improvement in our municipal maintenance, a fine spirit of cooperation was created between highway employees and county and town officials. Our better public relations eliminated most complaints.

In August, 1955, we adopted, on a trial basis, the "Area Foreman" system in each county of this district. Under this system, each county was divided into areas ranging from 315 to 350 miles of State highways, paved and unpaved county roads. An Area Foreman was selected to supervise the maintenance in his area. He was assigned a pickup truck for transportation.

Three motor graders with operators and three prison gangs were assigned each Area Foreman. Two of the prison crews had the same makeup: one foreman, one driver and truck, plus eight to ten prisoners. The crews cut right of way, cleaned ditches, and laid pipe. The third prison crew was composed of one foreman, one driver and truck, and five prisoners. This crew could be used as a patch crew on hardsurfaced roads or as a cleanup crew to work shoulders and do routine shoulder maintenance which required a small labor crew.



Supervisory Foreman H. M. Tharrington, Section Foreman E. H. Norris, and Road Maintenance Supervisor M. P. Powell, all experienced roadmen of Warren County, together have completed 100 years of service with the Highway Commission!

Each area was assigned two mowing machines in season. When working shoulders or making any major repairs, extra trucks, loaders, air-compressor, roller and any other equipment which was needed were used.

Each Area Foreman lives within his assigned area. He reports to the maintenance yard every morning and afternoon to go over the day's work with his Supervisor. Together they plan and inspect the work in his area.

By having the Foreman live in his area, the public has quickly learned they can contact a person with authority in case of emergencies, e.g., snow, ice and windstorms. The Foreman is also available for routine maintenance complaints.

Too often under the old organizational pattern, a person would see a highway employee working and make some minor complaint. The highway employee would usually tell him he had nothing to do with that phase of the work and to contact someone else with his problem. By the time, the person reached either the Supervisory or District Engineer, he was usually disgruntled by being put off After this "run-around," he was difficult to handle. Under the area system, most of the minor complaints can be handled quickly and efficiently within the area.

Two objections were made to the Area type maintenance organization: too many men would ride around doing nothing and it would increase the cost of maintenance. This has not proven true. Instead of having 19 Section Foremen each using a two-ton dump truck to check their sections, we now have only seven Area Foremen each using a pick-up truck.

The new maintenance pattern releases additional men and trucks for actual maintenance work. It cuts down on the number of miles travelled for routine maintenance inspection.

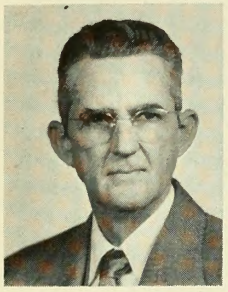
As in all districts, Maintenance Funds are limited. We don't claim we're saving money by these changes. But after careful checking, we feel we have greatly increased the efficiency of our organization. We do think we are getting more and better maintenance for every dollar spent.

After seven months under the new system, we feel the roads in this district are now in better shape maintenance-wise than at any time in the past few years.

More important, we have made great strides in improving our public relations. A better understanding has been created between highway employees and the public. In addition to reassuring the public that we are sincerely trying to improve our general highway conditions, we are cooperating with the public to get the job well done.

Aggregate Dryer Works Well at Salisbury Plant

By GEORGE RIKE
District Engineer at Salisbury



The aggregate dryers used in our district for making cold patch material were designed and built by our Gang Foreman E. L. Setzer who received the D. B. McCrary Award in 1950 for his work.

The dryers consist of revolving cylinder (10-gauge corrugated metal pipe) 30 inches in diameter and 16 feet in length. Longitudinal blades or baffles are mounted on the inside for turning and aerating the aggregates as they pass through heat and flame directed into the front end of the cylinder. The heat and flame are supplied by a No. 60 low-pressure burner with 60 cycle, 220 volt electric motor. The revolving cylinder is powered by a three H. P. slow speed (125 R.P.M.) three phase, 60 cycle, 220 volt electric motor.

The aggregates, fed into the rear end of the cylinder, are dried and heated as they pass through the heat and flame. After passing through the cylinder, the aggregate is deposited into the skip pan of a regular concrete mixer, where the proper amount of asphalt is added. The material is then deposited into the mixer and allowed to remain until all particles are thoroughly coated and mixed. It is then ready to be placed and rolled.

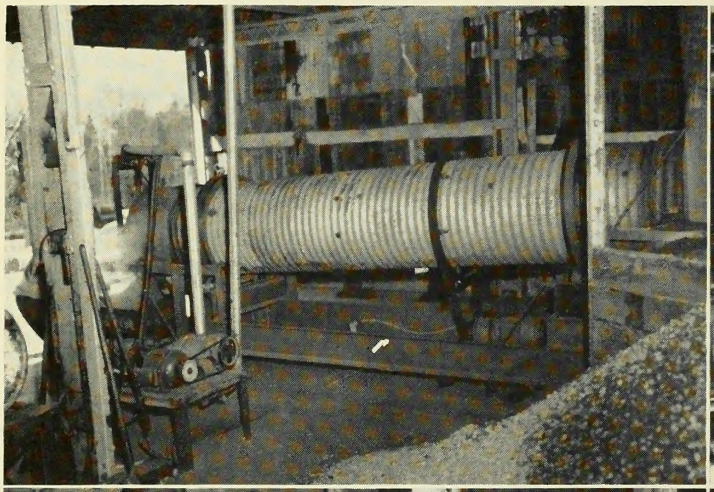
The total cost of building one of these dryers, including pipe, motors, burner and labor, amounts to about $1,200. They will dry and heat from seven to nine tons of aggregate per hour.

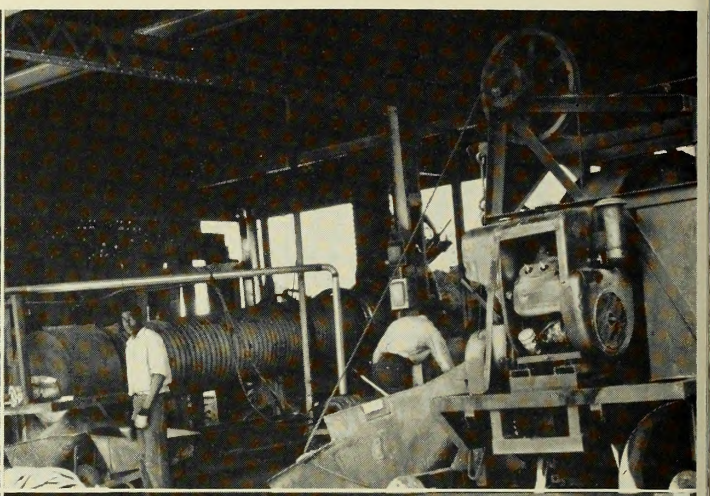
The dryers are now being used in all districts of the Ninth and Tenth Divisions. We just finished one for the 8th.

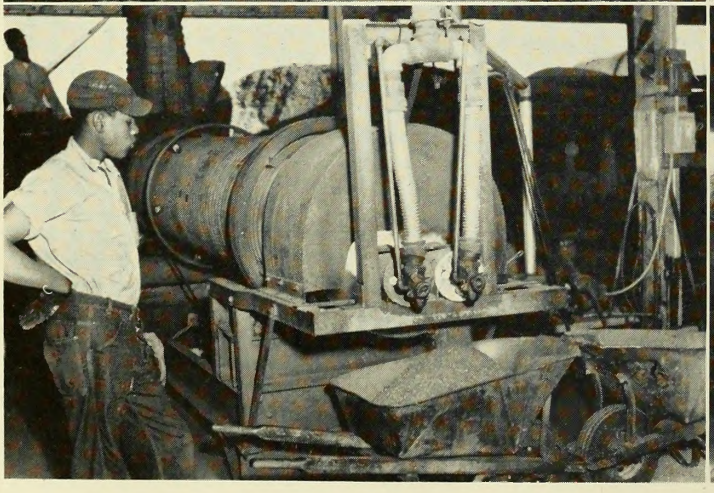
As the patch can be made while the materials are still hot, it affords greater density and less likelihood of raveling. We feel the dryers have been of great value in the course of our bituminous maintenance patch work, especially in cold and winter weather.

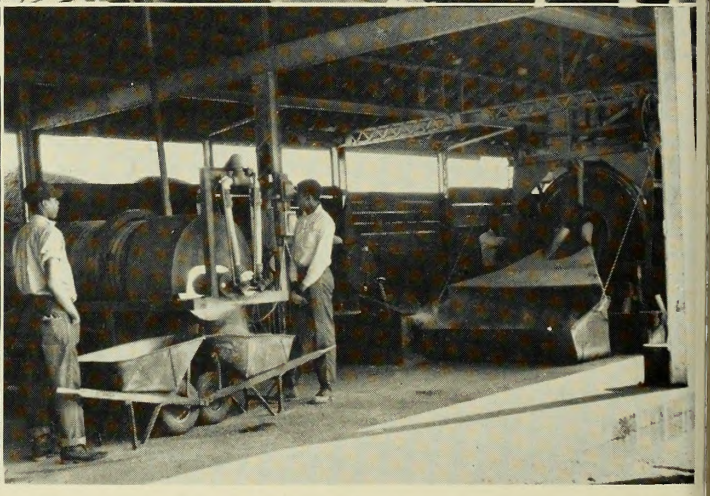
We have built about 15 of the dryers in the past ten years and made many improvements over the original model. I cannot think of any further improvement to make, at the present time, and feel that our latest model is adequately serving the purpose for which it was built. It is purely and simply an aggregate dryer for *maintenance* patch work. Any further improvement would have to be along the line of increased capacity. It would be safer and more economical to purchase a regularly-manufactured Hot Mix Asphalt Plant for increased capacity.

We will be glad to demonstrate and explain in detail, to any one interested, the construction and operation of the dryers at our Salisbury plant.







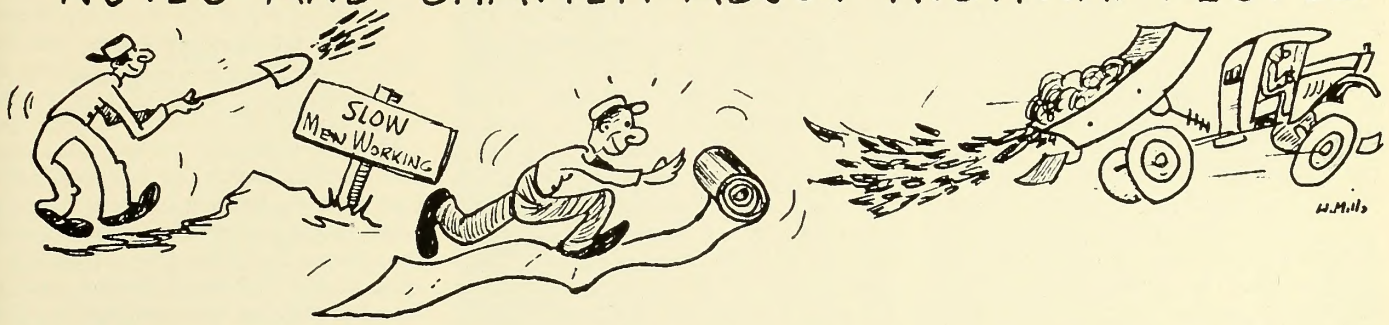


Top left picture gives side view of the cold patch aggregate dryer at the Salisbury plant. Note the electric motor and v-belt drive for the rotating cylinder as well as for the fuel pump and motor. Fuel is pumped from an underground storage tank.

Top right picture shows dryer and mixer. In lower left picture note the hot dry aggregate leaving the dryer. Twin burners furnish heat and flame. In lower right picture, the dried stone is placed in the skip pan of a regular concrete mixer (at far right) where the asphalt is added and mixed. Photos by Pfc. R. A. Calloway of State Highway Patrol, Granite Quarry.

TAR WHEELS

NOTES AND CHATTER ABOUT HIGHWAY PEOPLE



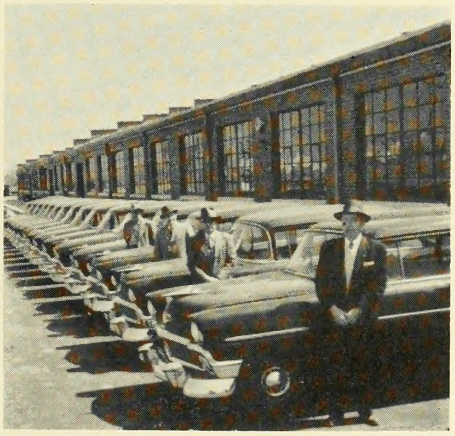
ON HEADQUARTERS

ON LOCATION . . . *Bill Hampton's* daughter, "Boots," left her position with the publicity department of the State Agriculture Department in Raleigh to go to Washington, D. C., where she'll work on the staff of Congressman Deane of Rockingham . . . *Louise High's* ten-year-old son, Billy, was a winner again this year at the regional Bible verse memory work tournament held in Siler City in April; he'll go to the State finals at the Caswell Baptist Assembly.

FROM STATISTICS . . . *James A. Woodall* has replaced *Charles R. Townsend* as a Traffic Recorder . . . *Townsend* has transferred to Division II . . . *C. J. McDonald* replaces *J. R. Screener* as a Traffic Recorder in Division Six . . . *Gale N. Winslow* is a new employee who has been transferred from Division One . . . *Winslow* replaces *Roy M. Cooke* who resigned some time ago . . . *The John Honbarriers* spent a week in Titusville, Florida . . . Sympathy is extended to *L. Polk Denmark* in the death of his brother, James W. Denmark, well-known Raleigh photographer, who died of a heart attack, March 3 . . . The deceased was in charge of the highway blue print room for a short time after World War I . . . *Reid Wright* has joined tbe Cartographic Department . . . *Blanchie Bradley* spent Easter week-end in Wilmington.

ROADWAY reports that *Tom Park* and *Dan Allen* took in the annual Shad Bake at Aberdeen, April 20 . . . *Mrs. Lillian M. Sorrell* together with her husband and his two sisters visited Orton and Airlie gardens in Wilmington, April 12-13 . . . Sympathy is extended to *John L. Morson* in the death of his brother, Hugh, April 15, in Charlotte . . . Sympathy also goes to *Tom Park* in the recent death of his uncle, John Park, who is the former editor and publisher of the RALEIGH TIMES. . . To *Alice Wheeler* in the death of her mother, Mrs. Cooke of Franklinton, April 22. . . . And to *Joyce Dean Woodlief* in the death of her father April 25.

EARLY BIRD . . . *W. B. Baker* of Bridge Location recently got up one morning at 5:30 and caught a six-pound large-mouthed bass before coming to work at 8:30 that day . . . If you doubt his story, he has pictures to prove it.



The Raleigh Equipment Depot has been crowded recently—with shipments of new trucks and cars to replace worn-out highway vehicles. T. R. Buchanan, Lloyd Young, E. T. Pierce, and W. J. Davis stand beside some of the new four-door Chevrolet sedans. Some of the new equipment which has been coming in for servicing and then assignment to the various divisions in the field included 15 Chevrolet Carryalls, 125 Chevrolet ½-ton pick-ups, 400 Galion dump bodies, 400 two-ton Ford dump trucks, 125 Chevrolet four-door sedans, and 55 two-ton Ford trucks with long wheel bases. All new equipment is thoroughly checked and serviced. As many as ten dump bodies were installed per day!

LANDSCAPE . . . *Kay Harris* and several friends motored to Wrightsville Beach for the Wilmington Azalea Festival the week-end of April 7.

BARBARA OWENS of the legal department and her husband joined several friends for a long week-end of fishing over Easter in Daytona Beach, Florida.

FROM THE PRISON Department . . . *Carlton F. Draughon*, Assistant Fingerprint Classifier, is very pleased over the birth of his first child, a son, March 28; he was named Michael Lee Draughon . . . Mr. and Mrs. *Harold M. Lilly* announce the birth of a daughter, Melissa Ann, March 16, in Durham. . .*The William C. Smiths* are the proud parents of a new baby boy. . .*Elbert A. Garrison* of Burlington has been employed as a Farm Supervisor under Prisons Farm Director *Swicegood*. . .In February, the *Kenneth Ferrells* vacationed for a few days in Florida. . . Sympathy is extended to *Glenn Swicegood* in the recent death of his father-in-law, Marshall Shepherd . . . *Mary Bass* spent a recent week-end in Richmond . . . Get Well wishes go to *Mrs. Margaret Pollock* and *Jean Wright; Margaret* was a patient in Mary Elizabeth Hospital while *Jean* had an appendectomy at Rex Hospital . . . *William F. Moody, Jr.*, has taken over his duties as Business Manager; he replaces *W. L. Fleming* who is now employed at State College . . . *J. C. Edwards* was promoted to Maintenance Engineer replacing *Moody* . . . *Ruby Harvell* is flashing a lovely diamond engagement ring; the wedding will be in July . . . In April *W. M. Turner* of the Central Prison Warehouse took a two week trip to Florida where he visited his brother.

FROM EQUIPMENT . . . *Lydia Kornegay* and husband, B. T., together with *William Barkley* of Roadway Department and his wife, Nell, are planning a week-long tour through Florida the last of



A great Scot and a wee Scot play a fast game of gin rummy—or is it poker? That's Engineer of Statistics and Planning, James S. (Scott) Burch and his two-month old grandson, Scott Covington Marsh. The "wee Scott" keeps a beady eye on the play.

May . . . *Marjorie Massengill* and *Margaret Webb* are working temporarily to help out in inventory work . . . *Sarah Peele* vacationed for a week at her home in Bailey . . . Two new employees at the Equipment Depot are *N. E. Manly* of the yard gang and *W. R. Lane* in the magneto shop.

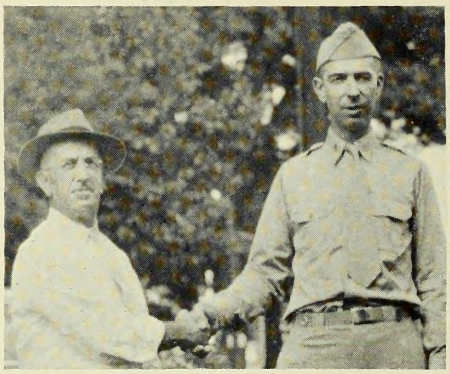
MRS. AVIS KNIGHT, secretary to *L. W. Payne*, spent several days at Easter visiting friends in Savannah, Georgia . . . She also attended the Wesleyan Service Guild Conference at Queen Street Methodist Church in Kinston, April 14-15.

FROM RIGHT OF WAY . . . *Ruby Holt*, temporary file clerk, resigned April 17 . . . *Trulah Page* enjoyed a week-long vacation at her home in Williamston.

DOT MEDLIN of Personnel had a delightful 10-day vacation in Wichita Falls, Texas, in March . . . She visited her brother and his family . . . They took side trips to Dallas, Lawton and Fort Sill, Oklahoma.

FROM THE BRIDGE . . . Congratulations to those passing service anniversaries . . . *J. N. Wall* and *J. P. Warren* have completed 25 years of State service . . . *H. C. Townsend* and *O. T. Tallent* have rounded out 20 years of public service . . . *Worth N. Bailey, A. S. Furtado, G. S. Marchant*, and *R. A. Shaw* now wear ten-year service emblems . . . *W. B. Baker, John Collier, Charles R. Edgerton, Kenneth L. Horton, Arthur F. Noble, C. B. Patton, Jr.*, and *R. H. Wiggins, Jr.*, have earned five-year pins . . . In March, two employees—*A. S. Furtado*, Electrical Engineer, and *Marilyn Turner*, Typist-Clerk were both stricken with appendicitis within one week . . . Both were able to return to work after the Easter holiday . . . The drafting room is glad to have *Lawrence A. (Larry) Colbert*, a native of England, as a new employee . . . *William T. Bigger, Jr.*, will be employed in June as a draftsman . . . *S. A. O'Mara* is also a new employee in the drafting room . . . *H. R. Peele* resigned March 31 . . . Four employees are sporting new '56 cars; *Larry Colbert, Dave Jordan*, and *Billy Brown* have new Chevrolets while *Joe Wilson* has a new Oldsmobile . . . Sympathy is extended to *W. C. Hagwood* in the death of his father, M. Bernard Hagwood of Franklinton, April 18 . . . *Jack Parker* of the Structure Survey Division and his wife announce the birth of their fourth child, Clarissa Marie, April 22.

ETHEL JONES, secretary to State Maintenance Engineer *B. W. Davis*, and her husband, Fred, had a wonderful week-long vacation in Lexington and Maysville, Kentucky . . . While there, they attended a friend's wedding and visited



When cleaning out some old picture files in the Wilson highway office, they ran across this old picture of State Construction Engineer W. E. Hawkins and Resident Engineer S. O. Southall who was in uniform during World War II.

the Keeneland Race Track and Stadium... It was a treat to get a close-up view of the thoroughbred horses . . . On the way home, they travelled on the West Virginia Turnpike.

HIGHWAY PURCHASING . . . Welcome to *Betty Upchurch* of Zebulon who replaces *Shirley Hilburn* as a Typist Clerk . . . *Arthur T. Goodwin, Jr.*, has moved his family into a new home just outside Raleigh . . . *Sallie Young* spent Easter week-end in Williamsburg, Virginia . . . *Robert* and *Lovie King* spent the April 20th week-end in Cleveland, Ohio.

MRS. BECKY BRENNER, a former secretary in the State Probation Commission, replaces *Mrs. Pat Allen*, who resigned recently, in the Safety Department.

TWO MEN in Statistics recently took short vacations . . . *Marvin Cates* attended the Civitan State Convention April 19-20-21 in Goldsboro . . . *Polk Denmark* took his wife to the mountains for a week-end; they stayed at the Little Phoenix Lodge in Jefferson.

THE BRIDGE MAINTENANCE Department was sorry to lose the services of two of its veteran Bridge Foremen . . . *E. B. Tomlinson* of Lumberton and *W. F. Burgess* of Oxford—who died in April . . . *Samson P. Cain* has been promoted to *Tomlinson's* work; *W. D. Shearin* has been promoted to *Burgess'* work.

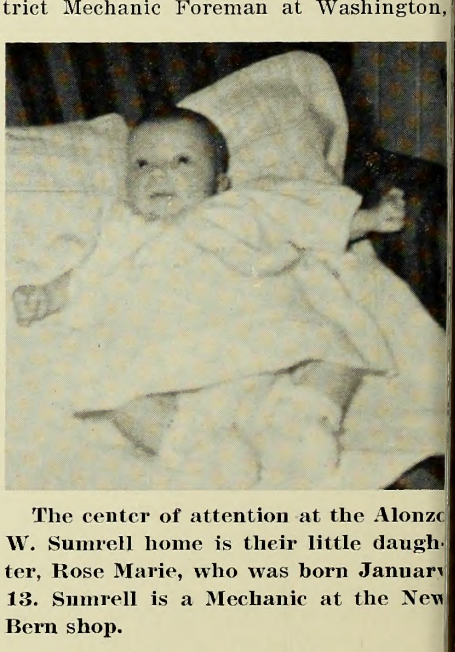
DIVISION TWO

JASPER L. PHILLIPS
Division Correspondent

MARCH 2, *Harry Lee Collier* was married in a double-ring ceremony to Joan Linda Baldree in the First Baptist Church in Kinston . . . The bride, daughter of Mrs. R. M. Baldree of Kinston and the late Mr. Baldree, is a graduate of Grainger High School . . . The groom, son of Mr. and Mrs. Harry Lee Collier of Kinston, is a graduate of Southwood School and attended N. C. State College; he's with the Bridge Maintenance Department . . . The young couple is at home in Dupreeville.

PROUD PARENTS include *Mr. and Mrs. Alton R. Sumrell* whose son, Dallas Ray, was born February 26 . . . The father is a mechanic at the division shop . . . April 2, Leonard Spence, Jr., was born to Leonard and Carolyn Ann Parker Spence . . . The littlest Spence is the 18th grandchild of *W. A. Parker*, Blacksmith for District Three at Kinston . . . April 11, Catherine Elaine Barber arrived at the home of *Charles G. and Cynthia Shivar Barber* of Kinston . . . The happy father is employed on Construction at Kinston.

SYMPATHY goes to *W. E. Smith*, District Mechanic Foreman at Washington,



The center of attention at the Alonzo W. Sumrell home is their little daughter, Rose Marie, who was born January 13. Sumrell is a Mechanic at the New Bern shop.

in the recent loss of his brother, Franklin Smith, of Portsmouth, Virginia . . . To the sister, half-brother and wife, Lucretia McDaniel, of *R. A. McDaniel* of Kinston who died April 2 . . . *McDaniel* a long-time Section Foreman retired on disability in October, 1953 . . . And to *Hazel Baker* of the Division Office and her family in the death of her father, Jack Baker, February 19.

BEST WISHES go to Mary Ida Cameron who was married February 25 . . . She is the daughter of *Mr. and Mrs. Paul Cameron* of Kinston . . . Her father is an Inspector III employed in the Third Division although he maintains his home in Kinston.

SPECIAL get well wishes go to *Mrs. Sybil Smith*, popular Stenographer-Clerk in the District Office at New Bern, who was hospitalized briefly . . . To the wife and the mother of *C. Y. Griffin*, District Engineer at New Bern; his wife was hospitalized recently; his mother fell and was hospitalized in Florence, S. C. . . . To *P. H. Broadway* and *G. C. Phillips* who were in the hospital . . . And to *S. V. Catlett*, *L. B. Cox*, and Mrs. E. L. Tripp wife of *Kelly Tripp*.

L. F. (SUNSHINE) and *Mrs. Waters* have moved into their new home on the Belvoir Road.

R. C. MILLS took his family for a visit to Miami, Silver Springs and Daytona Beach, Florida, during the Easter holidays.

THE PITT Chapter of the NCSHEA had a good meeting March 9, in the highway garage at Greenville . . . *Jasper Boyd*, *Steve Johnson*, *J. D. Parker*, *L. L. Bishop*, *Charlie Bass*, *D. F. Johnson*, and *Capt Paul Crawford* were responsible for the delicious barbecue supper served to the employees and their families . . . Program Chairman *Anne Askew* thanked Division Prison Superintendent *Paul Mallison*, *H. F. Dunn*, and *John Bowen*, for bringing some of the inmates from the Beaufort Camp for skits and singing . . . Highway Patrolman *Delton E. Walker* showed a safety film . . . Specal guests included *Mildred* and *Otis Banks*, *Sarah* and *Earl Crump*, Supervisor of Prison Recreation *C. G. Bennett*, Supervisor of Prison Education *J. Walter Bryan*, *Charlie Snell*, *Mr. and Mrs. P. B. Banks* of Murfreesboro, and *Mr. and Mrs. Richard Stallings* of Elizabeth City, and *Margaret Burk* . . . *Otis* reported on the progress and plans of the Association.

DIVISION THREE

IRENE L. WORLEY
Division Correspondent

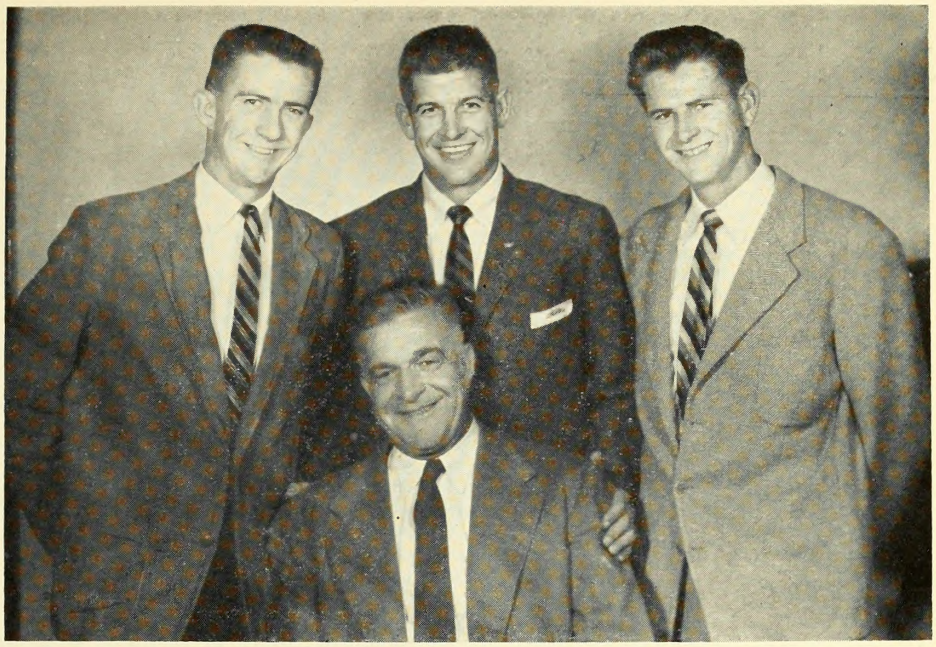
WELCOME to the new permanent employees in the Construction Department: *Donald M. Parsley, Jr.*, *Elbert L. Moore, Jr.*, and *Arnold Vann Batchelor*.

IT'S ALSO good to have two new men in the Maintenance Department: *A. M. Lanier* and *T. E. Williams*.

N. D. SOMERSETT and *F. L. Byrd* of the Sign Department have recently been reinstated . . . It's fine to have them back on the job.



Some highway employees who are frequently in the "dog house" may be interested in the above sign. You can have a dog house made just to suit you as to size, etc. The sign is located on NC 7 between Lowell and Gastonia.



F. W. Jacobs, Prison Camp Superintendent at New Bern, is rightfully proud of his three fine sons. A native of Nash County, Jacobs has been employed continuously by the Prison Department since 1925 except for 3½ years during World War II. He was a Chief Petty Officer in the Sea Bees in the Pacific Theatre. He has also served as Camp Superintendent at Greenville.

Standing from left, see Jacobs' sons: 18-year old Ralph, 30-year old Tommie, and 21-year old David. Ralph, a New Bern High School graduate and former student at ECC, enlisted in the Air Force in January. He has worked with the Commission as an engineering aide during summer vacations.

Tommie, a graduate of New Bern High School, attended State College and the University of North Carolina. During World War II, he was a fighter pilot. During the Korean War, he was a Military Transport pilot. Right now, he's a Captain on the Riddle Air Lines and has headquarters in Miami. He's also worked with the highway maintenance department during college vacations.

David, a Bethel High School graduate, worked as engineering aide at New Bern for two years. In 1954 he enlisted in the Navy and is now stationed at Newport, Rhode Island.

J. T. BRADSHAW and *C. C. White* have recently been changed from temporary to permanent employees in the Landscape Department.

GOOD LUCK to *Ray M. Wooten* and *T. R. Hines* of Construction who resigned recently.

SEVERAL men have been sick lately . . . *W. C. Cooper*, *Joe Hamilton*, *Bill Lumsden*, and *Jimmie Wenberg* were all hospitalized for awhile . . . *Joe Hamilton* was home for awhile but has now gone to the Veterans Hospital in Durham for an operation . . . A speedy recovery is wished each man.

DISTRICT Engineer Bob Ashworth of Burgaw sent an old, yellowed newspaper clipping to E. Clifton Daniel, Jr. of Zebulon when he married Margaret Truman in Independence, Missouri, April 21 . . . The clipping was the first published news story that Daniel ever wrote . . . Written August 12, 1927, it described a Boy Scout Encampment he attended at Camp Reed . . . Ashworth was the Assistant Scout-



The jolly little fellow is Sidney P. Clark, Jr., one year-old son of Mr. and Mrs. Sidney P. Clark. His father works on Construction under Resident Engineer Frank Martin in Fourth Division.

master of Troop 17, Zebulon . . . Two of the 14-year old scouts listed in the account are John Barrow of Ahoskie who was Best Man at the Daniel-Truman wedding and *Bob Dawson*, District Engineer at Goldsboro . . . Since then, *Daniel* has traveled far and wide and published many stories as a foreign correspondent for the AP and the NEW YORK TIMES . . . We know that *Bob Ashworth's* thoughtfulness will be deeply appreciated by Daniel.

DIVISION FOUR

WADE H. PRIDGEN
Division Correspondent

A SAFETY meeting was held March 8, to discuss not only safety but also use of signs . . . *F. M. Edgerton*, District Engineer, conducted the meeting . . . Safety Director "*Tarvia*" *Jones* was guest speaker . . . Many Wilson County employees were on hand for the meeting.



The tiny miss is Larena Gale Braswell, three year-old daughter of the O. W. Braswells. Her father is a diligent Section Foreman in Cumberland County.

WELCOME to new employees: *Ralph Gilbert Manning* and *Dewey B. Moore* in Edgecombe County; and *John Peterson* who was reinstated as Section Foreman Helper in Halifax.

CONGRATULATIONS to Gang Foreman *J. H. Carroll* and his wife upon the arrival of their new daughter, Mary Ann, April 5, in Weldon . . . Mrs. Carroll is the former Lizzie Etheridge of Weldon . . . *Mr. and Mrs. John Howard* are also pleased over the recent arrival of a new baby boy . . . The father works with the Construction Department.

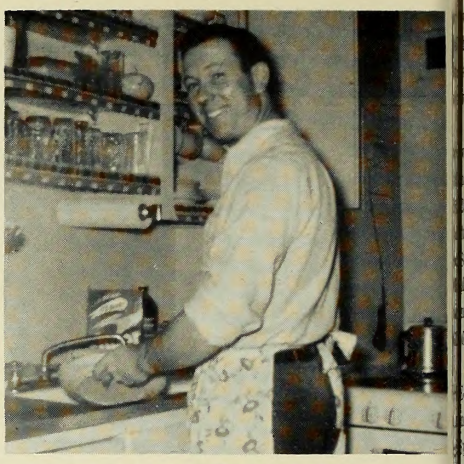
THE SICK LIST included Section Foreman Helper *W. R. Lewis* of Tarboro who received painful injuries in an automobile accident; he has since recovered and is back on the job . . . Also back at work after being hospitalized for the treatment of an acute allergy to pencillin is Gang Foreman *Roger Jenkins* of Roanoke Rapids. . .Road Oil employee *R. A. Pearce* was out with pneumonia . . . *A. L. Stanley's* wife was hospitalized twice recently; she is recuperating at home . . . Her husband is with the Road Oil Department.

FOLKS in the District Office at Weldon are enjoying the newly-landscaped grounds and lawn around the new office building . . . A new sidewalk and concrete curb for the parking area were added.

RECENT week-end guests of District Engineer and *Mrs. C. F. Gore* were Mr. and Mrs. Fred Gore and children of Wilmington, Delaware, and Mr. and Mrs. A. E. Smith and daughter of Greensboro.

SYMPATHY is extended to *Mrs. Frances Cochrane* in the recent loss of her father . . . *Mrs. Cochrane* is secretary to District Engineer *Gore;* she is also district correspondent for the magazine.

A RECENT article in the WILSON TIMES told of the ingenuity of Division Equipment Superintendent *George Brinkley* who converted the unused attic of his home into living quarters for his two sons . . . He redesigned the attic space and built two bedrooms, a bath room and several closets . . . He insulated the walls and ceiling with rock wool bats, covered the ceiling with celotex, laid oak floors and sanded them with a rented floor sander . . . *George* covered the lower 30 inches of the walls with cypress paneling and the upper 30 inches with wall board and wall paper . . . Two small louvers were enlarged so a brick mason could install two windows in the gables for cross ventilation . . . Heat is furnished by a floor furnace on the first floor . . . *George* has reserved one end of a room for his art studio . . . He studied painting under Dr. Case at Atlantic Christian College while a night student at the college.

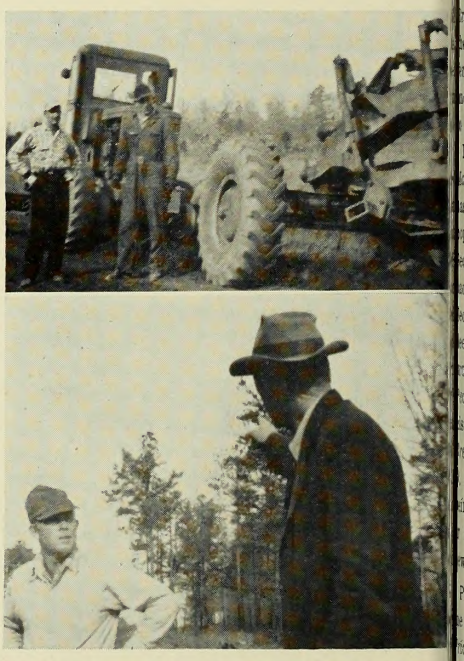


Cloyce Alford, Division Office Engineer at Durham, seems to enjoy housekeeping in his bachelor apartment on West Trinity Avenue. His carefree, single days may be numbered since this is Leap Year.

DIVISION FIVE

J. W. JENKINS
Division Correspondent

GRANVILLE County News . . . Sympathy is extended to the families of *Jesse J. Robertson, W. F. Burgess,* and *James T. Lumpkin* — all veteran highway employees who died recently . . . *Robertson*



Motor Grader Operators J. H. King at left, and A. C. Collier discuss road work on the Walter Shearin Road in Warren County. In lower picture, Bulldozer Operator R. H. Shearin, at left receives instructions from Foreman J. T. Robertson concerning work on the same road.

vas employed as a Tractor Operator when e died unexpectedly after suffering a troke . . . He had about 15 years service vith the Commission in Granville County . . *Burgess*, a Senior Bridge Foreman vith the Bridge Maintenance Department, ad been with the Commission for about 5 years; he had been in declining health or sometime and died in a hospital in outh Carolina . . . *Lumpkin*, a Field Mechanic with the Equipment Depart- ient, started with the Commission in the Maintenance Department in October, 1949 . . A year later he transferred to the Equipment Department . . . He was a ember of the Stovall Baptist Church . . ympathy is extended to *Howard S. Whitt* n the recent death of his mother . . . he following employees have been in the ospital recently: *W. C. Fowler*, *A. S. Vay*, *H. B. Royster*, and *R. L. Royster* . . . t last report, they were all doing fine . . *Leo G. Weary* is recovering from a ractured arm which he received when he ell from the bed of a dump truck . . . *iles Crutcher* is doing fine after being ospitalized briefly . . . Maintenance em- loyees are flexing their muscles in readi- ess for the spring and summer phase their work; they've also done quite a it of patching and shoulder work during ie warmer weather . . . Highway fisher- en are anticipating a good season at err Reservoir and at Devin Lake near xford . . . Welcome to *Leroy Kidd* of pex a new prison guard at Oxford . . . ridge Maintenance folks are proud of ie landscaping around their new quar- rs . . . The recently-planted shrubbery nd grass have added the finishing touch their new yard.

FRANKLIN County happenings . . . otor Grader Operator *W. J. Lindsey* as been very ill at Rex Hospital; we ope he'll make a speedy recovery . . . ection Foreman Helper *C. W. Catlett* is ack on the job after a long illness . . . ection Foreman *R. H. Johnson* has our eepest sympathy in the death of his other . . . Motor Grader Operator *D. A. earce* is mighty excited over the birth of s new grandson . . . Gang Foreman *P. N. reedlove* and Motor Grader Operator . *A. Pearce* are back on the job after ing out sick . . . Section Foreman Help- *Elvertis Jones* is very proud of the ew baby in his family.

PERSON County reports that a barbe- ie and brunswick stew supper were held riday night, February 24 . . . It was adies Night and the folks danced after upper . . . Special guests included Mr. nd Mrs. *Merle Adkins*, Mr. and Mrs. *M. S. odges*, Mr. and Mrs. *Giles Crutcher*, Otis anks, *Kirk Duncan*, Mr. and Mrs. *P. H. illiard* and Mr. and Mrs. *Tom Critcher* Granville County, Mr. and Mrs. *R. C. ickerson* and Mr. and Mrs. *Louis Ed-*



We're grateful to Howard L. Felton, Automotive Parts Clerk I, for these on-the-job pictures he recently made with his camera. He took all the pictures indoors and didn't use a flash attachment on his camera. Instead, he used some new high-speed film to record some of the fine folks who keep things humming smoothly in the Fourth Division shop at Wilson.

At top, from left, see W. H. Adams, Mechanic Foreman who wears a 25-year service pin; Charlie F. Williams, District Mechanic Foreman, 15 years pin; O. C. Howell, Body Repair Man, five years; Donald E. Woodard, Automotive Parts Clerk I, ten years; J. G. Matthews, Machinist, 15 years; and C. E. Lee, Mechanic, 15 years.

Second row, from left, with their length of highway service, see Mabel Askea, Stenographer-Clerk II, 19 years; J. L. "Rat" Williams, Typist Clerk, three years; L. E. Pearce, Automotive Parts Clerk II, 15 years; Mrs. Vernice Benton, an active worker with the Employees Association who is a Stenographer-Clerk, five years; and Howard F. Felton, the "man with the camera," ten years.



Newly-wed are Section Foreman Edwin B. Davis and his pretty wife, the former Mrs. Doris M. Wheelous. Some 200 friends and relatives gathered for the noon marriage ceremony at the Woodland Baptist Church in Granville County, February 26.

Edwin has been with the State ten years. Mrs. Davis has been employed with the post office in Wake Forest for about seven years. They are now living in their new home in the Grissom section near Wake Forest.

wards of Warren County, as well as several other employees from Granville and Durham Counties . . . *H. T. Porterfield* is back after a week-long vacation . . . Mr. and Mrs. *Kyle Jones* report a good vacation in Florida . . . *B. L. Poston* is back on the job after a few days in the hospital . . . Mrs. B. F. Vaughan is recuperating at home after a recent hospitalization . . . *B. G. Loftis*, *G. J. Chambers* and *H. G. Fisher* were also out sick for a few days . . . *"Tarvia" Jones* presided over a safety meeting, February 23, in the Person County Maintenance quarters . . . He stressed both on and off the job safety . . . *H. G. Fisher* of Equipment is back at work after a few days illness . . . *P. B. Carroll* and *H. E. Stephens* served on jury duty recently . . . Mr. and Mrs. *J. C. Horton, Jr.*, are the proud parents of a new baby girl. They already have two boys . . . *Horton* is a truck driver.

FROM DURHAM COUNTY . . . A barbecue supper was held March 2, at the Maintenance Department in Durham . . . Special guests included Division Engineer *H. D. Irving*, and *C. I. Walten* and *Brack Craig* of Orange County . . . Maintenance Supervisor *Kirk Duncan* and his wife along with Gang Foreman *W. L. Mangum*



March 9, after work, the Randolph County employees had a safety meeting at the highway shop in Asheboro. About 100 employees were present. State Maintenance Engineer B. W. Davis of Raleigh gave a talk on safety. Assistant Division Engineer T. C. Johnston, Safety Chairman for Unit Eight, also spoke on safety. After the safety meeting, Howard Hoover directed the serving of a delicious barbecue supper. John G. Hall, District Engineer, did a bang-up job as Master of Ceremonies.

Some of the men who attended are pictured above. Top picture, from left, shows Robert Saunders, Paul Tedder, Oscar Hunt, Boyd Gearren, and Leonard Parts, all of Maintenance; and A. C. Dunn of Equipment.

Middle picture was made of the Equipment Department mechanics who include, from left, Red Allred, I. H. Trogdon, Tommie Williams, T. S. Reeder, C. L. Smith, J. H. Voncannon, and Arthur Sanders.

Bottom picture, from left, shows some more of the Equipment boys: LeRoy Hoover, S. T. Hill, E. C. Key, A. I. Smith, G. L. Williams, O. J. King, E. E. Lanier (retired), and Robert Webb.

and his wife spent a fine week-long vacation in Florida . . . All returned happy except *Mangum* who bet on the wrong horse . . . The following men are back to work after recent illnesses: *J. W. Ferrell, Billy Ellis, C. M. Harris, G. C. Riley, M. W. Chappel,* and Supervisory Foreman *L. L. Lawrence . . . R. V. Hayes* has been ill but should be back soon . . . Truck Driver *C. W. Heatherly* is the proud father of another baby girl.

WAKE COUNTY . . . Resident Engineer *Karl Andriessen* was in Florida for two weeks on Navy training . . . *D. A. Johnson* has returned from a week-long vacation at home . . . It's good to have the following men back at work after illnesses: *R. M. Catlett, L. L. Pippin, P. M. Duke,* and *E. D. Beddingfield . . . W. L. Poole* was recuperating at home from a recent hospitalization . . . A former engineering aide, *Walter B. Bunn,* has returned from two years service in Alaska; he's working with CP&L.

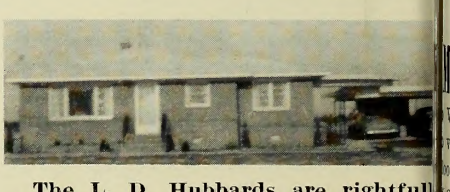
DIVISION SIX

STEVE AMMONS
Division Correspondent

CUMBERLAND NEWS . . . Best wishe go to *B. L. Sessoms,* long-time bachelor who took the fatal step and got marrie recently; he's a truck driver . . . *D. R Benson* has returned to work after be ing hospitalized with an ulcerated stom ach; he's a truck driver . . . Get wel wishes go to *A. B. Horne* who is recuper ating from a serious leg operation i the Highsmith Hospital and to *E. G Canady, Jr.,* who is home recovering fron a broken leg he received while workin last January . . . *Horne,* a Gang Foreman has been with the Commission for 2 years. . .*Canady* is a truck driver. . .Patc Foreman *D. J. Graham* was recuperatin at home from a kidney infection.

HARNETT COUNTY . . . *O. C. Holde* truck driver, should be back to work soo after a serious heart operation back i January . . . Congratulations to Mr. an Mrs. *George T. Bowling* upon the birth o a son, Edward Thomas Bowling, Marc 5; the father is a guard at the Harnet County prison camp . . . *Mack Douglas,* Section Foreman, is out of Lee Hospita and back on the job . . . *J. R. Lanie* Gang Foreman is in the Veterans' Hos pital in Fayetteville with kidney troubl . . . A speedy recovery is wishe *R. H. Shaw,* Section Foreman, wh was a patient in the Lee County Hospita . . . Section Foreman Helper *J. A. Alle* spent a week in Florida with his brother they had a wonderful time fishing . . A new mess hall complete with all electr cal appliances is nearing completion a the Harnett County prison camp . . Congratulations to Landscape Gang Fore man *J. C. Chadwick* and his wife upo the birth of a baby girl, Debra Faye, Apr 1.

COLUMBUS COUNTY . . . The followin employees were hospitalized at the Colun bus County Hospital during February an March for several days: *L. J. Russel M. E. Stevens, H. G. Thompson,* and *L. Gore;* they're all back on the job now . . Sympathy is extended to *H. D. Stevens* i the recent death of his son who lived i Myrtle Beach . . . Condolences also go t



The L. D. Hubbards are rightfull proud of their brand-new home on Owe Drive in Fayetteville. Hubbard is th long-time Road Maintenance-Supervis in Cumberland County.

. *L. Green* and family in the death of is sister, April 7 . . . Maintenance em- oyees have organized a club and will ave supper meetings once a month; '. *L. Ellen* is Secretary-Treasurer . . . 's good to have *Dick Edmund* back in e Equipment office after overseas duty ith the Army . . . Best wishes to Mr. id Mrs. *Earl Edwards* upon the birth a son, April 2 . . . *Earl* is a Mechanic Whiteville . . . *Loyd F. Hammond* lebrated his birthday, April 7, by at- nding the Azalea Festival in Wilming- n . . . Mr. and Mrs. *F. W. Hammond* so attended the Festival.

ROBESON NEWS . . . Get well wishes to *Odis Cox* who was hospitalized in arch but is now recuperating at home . Mr. and Mrs. *Jerry McDaniel* spent winter vacation visiting friends in



Road Maintenance Supervisor W. A. Ab" Carter enjoys his lake on a farm out five miles south of Asheboro. e's pictured above with his wife and vo sons. From left, see Ina, "Ab", ommy, Bill and their dog, "Inkey."

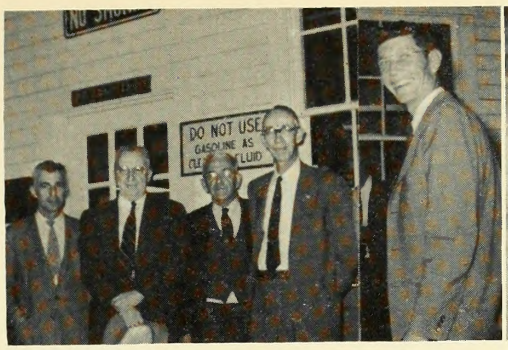
wa; *Jerry* is with the engineering party Lumberton . . . Wedding bells rang pril 21, for *Edith Faye Van Landingham* d Staff Sergeant Lester A. Harding, ., when they were married in the inity Baptist Church, Fayetteville . . . he bride is the secretary in the District vo office in Fayetteville.

DIVISION SEVEN

P. L. WELCH
Division Correspondent

MR. AND MRS. *J. M. Barnes* motored Wilmington the week-end of April 8, visit their son and see the azaleas in oom . . . *Louie Madden* and *Scott Hunter* Construction also attended the Azalea estival in Wilmington.

A WELCOME addition to the Construc- on Department is *Elmer E. DeVault* of assy Creek (up in the western part of





The March 9th safety meeting in the highway shop at Asheboro was well-attended. Some of the special guests included from left, J. E. Gregson, Division Equipment Superintendent; B. W. Davis, State Maintenance Engineer who spoke on safety; District Engineer John G. Hall who was master of ceremonies; and T. C. Johnston, Assistant Division Engineer. Also on hand for meeting were Right of Way Engineer Sumner Craven, George Yow and Tom Everhart of Maintenance, and Bill Phillips of Raleigh.

the State) who was recently employed as a Highway Engineer III.

GET WELL WISHES go to Mrs. Robert G. Graves who has been a patient at Person County Memorial Hospital; her husband is a Gang Foreman in Caswell County . . . To Mrs. Cornelius B. Sumner who was a patient at Duke Hospital.

IT'S GOOD to have *Robert R. Braddy* and *F. Melvin Rowland*, Pan Operator, back on the job after being hospitalized . . .Rowland was in the Veterans Hospital in Durham . . . *Braddy* was in the Alamance General Hospital.

THE W. B. WITTY'S spent their Easter holidays visiting in Williamsburg, Virginia.

DIVISION EIGHT

EDWARD C. DARDEN
Division Correspondent

LOCATING Party Chief *James Wiley Vick* was married to Katheryne Stewart Gibson, April 7, in the Pearsall Memorial Presbyterian Church . . . The bride, daughter of Mrs. Claude Wilson Gibson of Wilmington and the late Mr. Gibson, is a graduate of East Carolina College while the groom, son of the late Mr. and Mrs. K. S. Vick of Battleboro, is a State College graduate . . . The couple are making their home in Sanford.

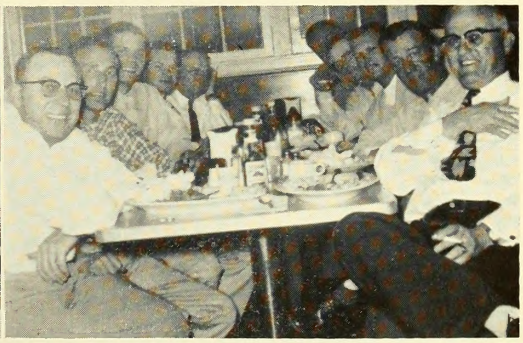
GANG Foreman *Carmie Lee Alexander* died March 19 . . . He had been with the Commission since May 1, 1924 . . . Carmie will certainly be missed by his fellow workers since he knew Moore County roads like a book . . . He was 54.

ROAD OIL Patch Foreman *Jim Holder* of Sanford died April 8, with a heart attack . . . He was only 51 and had been with the Commission since 1933.

CONGRATULATIONS to Sign Painter *John D. Wicker* and his wife of Sanford on the birth of a daughter, Catherine, February 14 . . . Right of Way Engineer *Sumner Craven* and his wife also have a new baby, a boy, Thomas Franklin, who was born February 24.

WELCOME to the new Engineering Aides I who have come with the Division:





Division shop employees at Durham had a small get-together in March. The before-dinner picture shows Henry Alford tuning up at the piano. His buddies include, from left, George Umstead, B. H. Cross, C. E. Grinstead, H. B. Blackburn, Donglas Copley, Wade Tilley, Arlis Carden, Hersel Smith, and Ralph Roberts. Second shot of same group was made after dinner. From left, see Smith, Carden, Copley, Grinstead, Umstead, Cross, Blackburn, Tilley, Roberts and Alford.





Veteran Maintenance employee Webb Harmon of Lincoln County and his wife are very proud of their two young daughters, Carolyn, at right, and Sue Jane, who are students at A.S.T.C. in Boone.

Carolyn, a senior majoring in business education, is business manager of the 1956 Rhododendron yearbook, a member of Pi Omega Pi, and the 1956 "Miss Appalachian." She was elected May Queen and reigned over May Day.

Sue Jane is a sophomore majoring in science. She's a member of the college choir and the Varsovarianna Club.

Lester Cockman, William Cockman, James Frye, Henry Hall, and *Roy D. Williams* . . . Two new temporary Engineering Aides I are *Edward Nicholson* and *Lawrence Oliver.*

FRANCIS McLEOD, Sign Painter in Sanford, spent a week in Orlando, Florida, in February . . . His wife and mother accompanied him on the trip.

BEST WISHES to *Joe Ben Lane,* Sign Erector in the Division Sign Shop, who was married to Avelee Moffitt of Asheboro, December 9.

SYMPATHY is extended to the Carthage Prison Camp Superintendent in the death of his mother-in-law, Mrs. W. O. Brady, March 18.



A welcome addition to the home of Mr. and Mrs. J. W. Kirk of Troy is tiny Hazel Elizabeth Kirk. Her father is a Gang Foreman.

MR. AND MRS. *Linney Thomas* spent the week-end of April 14, at the Azalea Festival in Norfolk, Virginia . . . *Mrs. Thomas (Henrietta)* is the capable secretary in the Division Equipment shop . . . The couple motored up in their new Buick convertible.

THE FOLLOWING men were out sick during March but are now back on the job: *Charlie Williams,* Supervisory Foreman in Randolph County; *Lawrence Stubbs, Isaac Brooks,* Gang Foremen in Chatham County; *H. T. Williams,* Motor Grader Operator in Moore County.

ERNEST M. JOHNSON from Halifax County prison camp is now the steward at the Carthage prison camp.

MRS. W. M. DYE is making a nice recovery at home after a major operation in the Baptist Hospital in Winston-Salem.

CHARLIE R. JONES, 56, Truck Driver in Richmond County since 1948, died March 10, from a heart attack . . . His death brought to a close a life of war, privation, and adventure . . . During World War II, *Sgt. Jones* was taken prisoner at the fall of Bataan in 1942 . . . During his 39 months in the Japanese prison camp, his weight dropped from his normal 210 pounds to 98 . . . After his discharge in 1946, he was content to spend his days living simply in the country on a farm.

DIVISION NINE

R. B. FITZGERALD
Division Correspondent

SEVERAL Maintenance employees District One have recently received service emblems for 15 years service . . . Congratulations to the veteran employees *Jack Hedrick, Arthur Lee Kesler, C. . Lackey* and *Harvey Ray Morgan . . . Kichen Whitley* and *T. J. Williams* are be commended upon receiving their 2 year pins.

C. R. MOWRY has joined the Construction party of *J. A. Kennedy* at Salisbur . . . His new duties include work on t Salisbury Bypass of US 29.

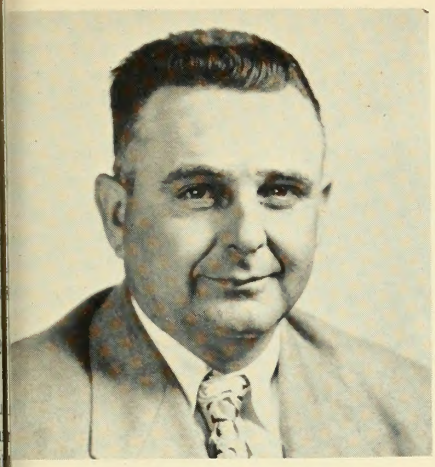
MRS. DOROTHY PHELPS is no working for *B. C. Thompson,* Right Way Engineer at Winston-Salem. . .S replaces *Mrs. Betty Campbell.*

HORACE JERNIGAN, Locating Engneer, Winston-Salem, is walking clouds these days . . . Sarah Adams Charlotte is wearing a beautiful ri which Horace gave her recently . . . Th plan to "middle-aisle-it" in the fall.

G. A. CRUTCHFIELD, Foreman, Wi ston-Salem, was back on the sick li again . . . We hope he's feeling bett now.



The Sunday afternoon before Valentine's Day, Mary Jean McDonald w married to Walter H. Stone in the S Francis De Sales Catholic Church Lumberton. The pretty bride, daught of Mr. and Mrs. Thomas F. McDona of Bell Island, Newfoundland, has be a member of the pediatric nursing st at Robeson County Memorial Hospit for the past year. The groom son Mrs. Julia H. Stone and the late Willia E. Stone of Lumberton, is a graduate the Lumberton High School and serv three years in the U. S. Air Force. He with the Highway Construction Depar ment in Lumberton.



Edgar Sain, Section Foreman's Help- in Davie County, celebrated his 41st thday, Febrnary 26. About 30 of his iends attended his surprise party. ctnres were made of the gala occasion. lgar was so excited he almost dropped s birthday cake while posing for ove pictnre.

MRS. J. I. MORRIS, wife of *"Uncle nmy" Morris*, Road Maintenance Super- or in Winston-Salem, is convalescing er having pneumonia . . . We hope iss Kate" will be up again soon and rking in her flowers and garden.

. H. MYERS has returned to work er being hospitalized with a coronary ombosis attack . . He's a Section reman in Davidson County.

MRS. MARIE A. BRACEY, Steno- pher of District Two in Winston- em, spent some time recently visiting family in Laurinburg.

. M. KUNCE, former Landscape Super- or, Winston-Salem, has been transfer- to Aberdeen . . . *George Settle*, re- ces *Kunce*.

ET WELL wishes go to *D. F. Bost* was critically injured on a motor der recently . . . He was in the Rowan morial Hospital.

T'S GOOD to have *Jack Hedrick* back work after undergoing surgery several nths ago.

VITH the advent of spring, many van County employees have just com- ed new homes . . . Those who have ed into new residences within the last months are *Leroy Troutman. E. L. zer*, and *H. C. Graham.*

OOD LUCK to *J. G. Goodnight* who ently resigned to accept other work.

AINTENANCE forces in Rowan Coun- have resumed widening US 52 . . . work started last fall but operations e suspended during the winter nths.

DIVISION TEN

CHARLES R. SMITH
Division Correspondent

MARCH 23, a grand feed was put on by personnel of the Division Shop in Charlotte . . . A "stag" affair, the men enjoyed a seafood dinner complete with shrimp cocktails, raw oysters, oyster stew and fried oysters . . . Equipment Superintendent P. R. McCorkle and his able men did everything up in fine style.

CONGRATULATIONS to the new parents . . . *R. O. Purnell*, Highway Engineer II, is the proud father of a baby girl, Beverly, who was born March 19 . . . Mr. and Mrs. *Joe H. Hagler* of Charlotte have a new son . . . The *Bill C. Haglers* of Charlotte report the recent birth of a daughter . . . Mr. and Mrs. *"Shorty" McEachern* of Cabarrus County are very pleased with their brand-new son.



Last winter Roy Marlowe, truck driver in McDowell County, killed a four-point 120 lbs. buck on South Mill River. He had just finished a four-mile hike carrying the buck.

GOOD LUCK to *Eddie Parker* and *Earl Smith* who resigned recently . . . *Eddie* will work with the engineering department of Alcoa in Badin . . . *Earl* will help his father on his chicken farm at Midway in Wake County.

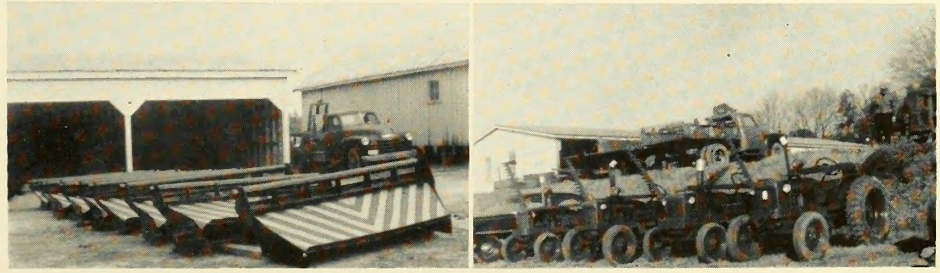
BEST WISHES go to the newlyweds . . . *George Thomas* was married to Gladys Morrison of Kannapolis, March 30, in the Stanfield Baptist Church; *George* is a member of *R. K. Jewell's* construction party in Concord . . . *R. J. McEachern, Jr.*, was married to Norma Jane Hollifield, April 8, in the Commonwealth Methodist Church in Charlotte; *McEachern* is a member of *L. A. Brown's* construction party in Charlotte.

GET WELL wishes go to *R. E. Garrison*, Gang Foreman in Union County, who was confined to the Union County Hospital after a heart attack . . . To *J. R. Lee Mills* who was in the Mercy Hospital in Charlotte with diabetes . . . To *J. T. Flynn* who was seriously ill for several weeks . . . To *A. B. Hinson* who has been on sick leave with a heart condition since January 1 . . . To *F. F. Morgan* who was confined to Memorial Hospital for an operation on a skin cancer . . . To *A. J. Linker* of Cabarrus County who was convalescing from a recent back operation.



Anne Elizabeth Misenheimer of Concord, a Woman's College senior with a major in history, has been awarded a $1,000 Carnegie Fellowship in teaching. Daughter of Mr. and Mrs. Chester Misenheimer, she will use her fellowship to do graduate work in American history at George Peabody College for Teachers in Nashville, Tennessee.

Ann is a member of Phi Beta Kappa scholarship fraternity and Phi Alpha Theta honorary fraternity. While at WC, she has been active in work of the Inter-Faith Council. Ann father is Chester Misenheimer, the very able Maintenance Supervisory Foreman in Cabarrns County.



The Equipment boys at the division shop in Durham have their equipment all serviced, cleaned and painted in readiness for use this construction season. Henry Alford is Division Equipment Superintendent.



The winsome young lady is Kathy Ann, daughter of Mr. and Mrs. Frank A. Tyson, Jr., of Waxhaw. Frankie is an Engineering Aide II in the Charlotte Construction office of Resident Engineer W. A. Little.

LOCATING Party Chief *R. J. Wilson* and his men have recently completed a survey for an east-west bypass of NC 27 around the city of Albemarle.

WELCOME to new employee *Clarence E. Gardner* . . . A new Engineering Aide I, *Gardner* is from Angiers.

AFTER recent illnesses, it is good to have the following men back on the job: *John N. Bost* of Concord, *John H. Furr* of Stanfield, *W. M. Russell* of Charlotte, and *E. K. McGinnis* of Huntersville.



Martha Frances Smith and Frankie Cobb Hyatt were married January 27, at the Methodist Parsonage in Polkton. The bride, youngest daughter of Mr. and Mrs. M. A. Smith of Polkton, is a graduate of the Polkton High School. She is employed by the Southern Bell Telephone Company in Charlotte. Her husband also works in Charlotte.

Her father, M. A. Smith, is a Gang Foreman and has been a diligent employee with the Commission for the past 34 years.

SYMPATHY is extended to *Calvin G. Bradfield*, formerly of Construction in Charlotte, who recently passed away . . . To *C. A.* and *E. L. Graham* of Cabarrus County in the recent death of their brother . . . And to *Reece A. Williams* in the death of his brother in March.

MR. AND MRS. *Hugh W. Love* are nicely settled in their new home in Mt. Pleasant . . . *Hugh* is in the Maintenance Department.

THE JOHN BOSTS of Mt. Pleasant Road, Concord, announce the engagement of their daughter, Frances Christine, to Cecil E. Poe, son of Mr. and Mrs. L. E. Poe of Apex. . .The couple will wed in June.

R G. "HONEST JOHN" *Holden* claims he's discovered a new formula for growing giant tomato plants . . . According to his tale, he can make the plants grow 6-8 inches a day . . . So far he hasn't harvested any tomatoes.

DIVISION ELEVEN

CORA LEE McLEAN
Division Correspondent

A TRI-COUNTY unit of the Highway Employees Association was organized February 17, when highway folks from Surry, Wilkes and Yadkin Counties met in Elkin . . . Newly-elected officers are *Clyde Orr*, Chairman; *Johnny Gwyn*, Vice-Chairman; and *Paul Haynes*, Secretary-Treasurer . . . Guest speakers included Division Engineer *J. H. Councill; R. B. Fitzgerald*, Assistant Division Engineer from the Ninth Division; and Otis Banks, Executive Secretary . . . Some 45 employees were on hand for the meeting and barbecue supper.

T. E. GWYN of Construction recently purchased and moved into a new home in Mt. Airy.

IN APRIL, *Curt Smith*, Mechanic in the Elkin shop, spent several days in Florida.

SIMON SHERMER is sporting a new '56 Chevrolet . . . Could be, *Simon* is planning a delayed fishing trip.

DISTRICT Engineer *C. A. Haysworth* is recuperating from recent surgery.

THE FOLLOWING men have returned to work after recent illnesses and accidents: *H. H. Allred, Turner Blackwood, H. F. Davis, H. T. Staley, W. C. Watson, C. R. Church, R. W. Brown, W J. Coffey*, and *E. E. Osborne*.

F. E. EDMINSTEN has just returned after an extended illness.

EARL NORRIS is still unable to return to work after an accident in which he received severe burns . . . He's most appreciative of the many cards and visits from his friends during his hospital stay.

GET WELL wishes go to *Charlie May* who remains unable to work after several



Lucinda (Cindy) Anderson becan the bride of Hall Martin Gardner Mar 10, in Sugar Creek Presbyterian Churc Charlotte. The bride is the daughter Mr. and Mrs. Jesse E. Anderson. T groom is the son of Mr. and Mrs. Ha B. Gardner of Derita. After a weddi trip to the mountains, the young cou is living in Charlotte. Her father J. E. "Smokey" Anderson, the ve capable Maintenance Section Forem in Mecklenburg County.

months of illness . . . To *Arnold "Shak peare" Spears* who suffered an injury his left hand while changing motor grad blades . . . To *Vilas "Red" Greene* w broke his right arm . . . *"Red"* was ju recovering from a broken leg when broke his arm while cranking a woodsa

T. M. and Agnes *Carter* announce t birth of a daughter, Julia Anne, March

SYMPATHY is extended to *Turn Blackwood* in the death of his moth . . . To *Dean McNeill* in the death of



Young Bill Murray is the son Senior Right of Way Engineer and M W. J. Murray of Albemarle. His moth is the former Virginia Dare Britton Pendleton in Northampton County. T little Murray is three years old.

nother . . . To *L. D. Wiles* in the death of is father . . . To *J. D. Thompson* in the eath of his father-in-law . . And to *Marcus* and *Lonnie Blackburn* in the eath of their father.

THE ELEVENTH was saddened by the eath of Mrs. John W. Ellis, 67, of Heaton, pril 19, in the Baptist Hospital in Win-n-Salem . . . She is survived by her hus-and, former Road Maintenance Super-isor *John W. Ellis*, who retired October, 954, after more than 28 years with the ighway Commission; and two sons, one whom is Clark Ellis the Supervisory oreman in Avery County.

DIVISION TWELVE

JEAN CLINE
Division Correspondent

CONGRATULATIONS to employees re-iving service emblems! . . . Special cognition goes to Division Engineer L. Kemper, Road Oil Supervisor *S. B. rinkley*, and *Floyd P. Poovey* for each unding out 35 years of public service . Resident Engineer *P. L. Cantrell* now s 30 years to his credit . . . *Grover eveland Jordan* is wearing his 25 year n . . . Twenty year emblems go to *John adburn, Lawrence Dwight Gaither, Ben aters Gibson*, and Maintenance Super-sor *L. D. Gaither* . . . *James William ray* has earned his 15 year pin . . . he following men are now wearing ten-ar service emblems: *E. A. Crowder* of nstruction, Maintenance Supervisor . B. Wellmon, A. F. Simmons, D. H. Wel-rn, Huey Hill Austin, Robert Lee Combs, mes Woodrow Fox, Warren Harding hnson, Talmadge McDaniels, L. C. Mills, seph Parks Padgett, Lock Norman Rink, ed Lee Sherrill, Fred Snow*, and *Tracy ayton Walker* . . . Five-year service pins ve been earned by *C. E. Anderson, R. A. rrill, K. E. Mauney, D. H. Spangler, G. Bess, R. A. Queen, F. T. Wagner, G. Butler, A. L. Eskridge, J. H. Houser, V. Newton, E. A. Self, J. A. Spangler, bert Allen Bost, Thomas Harold Cran-l, Norris William Feimster, Stonewall ckson Keever, Arthur Lee Levan, Alfred mes Mitchell, Howard Delbert Robin-e, Gaston Cecil Rupard, Boyce Pressly ith*, and *John Thomas Watt*.

GENE WHITE has transferred from e Right of Way Department at Sylva the Right of Way Department in elby.

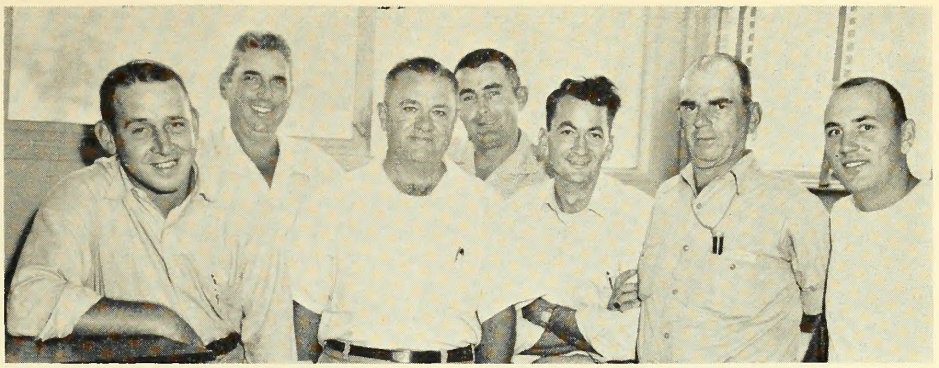
NEW FACES . . . *Avis Elaine* came to e with Mr. and Mrs. *W. H. Johnson* of atesville, in February; her father is a eran machine operator in Iredell . . . daughter was born to Mr. and Mrs. *essley Lee Wilson*, March 26; the her is a machine operator in Cleveland . *The Frank Wagners* announce the birth of a daughter, April 12; the father is a member of the Statesville construction party . . . Mr. and Mrs. *Erwin Champion* announce the birth of a son, April 15; *Erwin* is with Road Oil.

VACATIONS . . . The *R. E. Laidlaws* and son Bobby spent Easter week-end in Florence and Myrtle Beach, S. C. . . . The *C. E. Laidlaws* spent Easter week-end at Surfside, S. C. . . . *Mrs. Marion Davis* reports a wonderful trip to Florida in April.

THE ED TRAYLORS have moved into their new home on Woodlawn Drive . . . He's with Equipment.



Peggy Jean Kesler, pretty daughter of Rowan County Gang Foreman H. C. Kesler, was recently married in a double-ring ceremony to David Spencer Cassady, son of Mrs. Kathleen McKinney Cassady of Woodleaf. The Rev. Fred A. Hill officiated at the ceremony in the Providence Methodist Church. The bride, a graduate of the Rockwell High School and Salisbury Business College, is employed as a teller at the Scottish Bank. The young couple are making their home in Woodleaf.



Resident Engineer E. Ford King, Jr.'s construction party is responsible for some of the fine mountain highways built and underway in the Eleventh Highway Division. The group is stationed at Boone. From left, with length of highway service, see Earl Payne, Highway Engineer II, six years; King, 18 years; G. P. Price, Highway Inspector III, 29 years; William U. D. Pitts, Highway Engineer II, ten years; R. V. Hayes, Highway Inspector II, ten years; John L. Atwell, Highway Inspector I, two years; and James A. Dugger, Highway Inspector I, seven years.

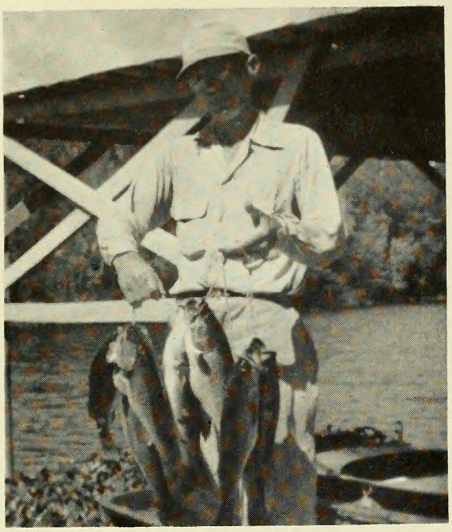
SYMPATHY is extended to Mr. and Mrs. *D. F. Rogers* in the death of their son in Detroit, Michigan . . . To Mr. and Mrs. *Whitesides* in the death of her father . . . To *J. C. Bebber*, Supervisory Foreman in Alexander, in the death of his father . . . And to *B. L. Reep* of the Sign Department, in the death of his father in April.

WELCOME to *Robert D. Longmeyer* and *Henry E. Miller*, two new Engineering Aides I . . . *Longmeyer*, an Iowa native, is working in the Shelby residency while *Miller* is with the Statesville residency.

TWO TEMPORARY employees who were recently put on a permanent status as truck drivers are *Maynard Patrick Hill* and *David McClure Schronce*.

GET WELL wishes go to Mrs. S N. Lattimore who was sick in the Charlotte hospital but is recuperating at home . . . To Foreman *W. A. White* and *Floyd Warren* of Iredell who were hospitalized recently . . . To Foreman *L. C. Mills* of Catawba County who had a short stay in the hospital . . . To *H. H. Austin* and *John Bradburn*, Iredell employees, who were victims of on-the-job accidents . . . To *C. F. Helms* of Catawba who suffered an eye injury while filing a saw at home.

BACK on the job after illnesses are *A. C. Childers* of Alexander County who had been out for two months and *Ray A. Shoemaker* who was out for several weeks . . . *H. D. Smith* of Shelby Construction has returned to work after being on sick leave for several months . . . Wives of highway employees who have been hospitalized recently include Mrs. *V. B. Reavis* who spent a month in a Statesville hospital; Mrs *J. K. Miller* of Taylorsville, Mrs. *I. B. Curlee* of Newton, Mrs. *E. V. Tilley* and Mrs. *C. S. Honeycutt* of Statesville . . . Mrs. *J. Frank Morrison* of Statesville who has been ill since



A. G. "Pete" Justus shows proof of his Florida vacation "catch." Pete is the veteran Road Maintenance Supervisor from Hudson in the Eleventh Division.

the first of the year is slowly improving . . . *Pink Lytton* who has 23 years service as a Mechanic with the Equipment Department is still disabled but recuperating at his home in Troutman . . . Both Prison Guard *Adam L. Pritchard* and his wife have had recent stays in the hospital.

DISTRICT Engineer *P. D. Miller* and Maintenance Supervisors *P. J. Corpening* and *L. D. Gaither* along with Resident Engineers *P. L. Cantrell* and *L. H. Beam* attended the division safety meeting in Shelby.

WORK has been completed on a new maintenance supply shed in Iredell . . . Work is in progress on a storage shed for sand, stone and portable asphalt machine . . . A new shed over wash and grease pit will be built in both Catawba and Alexander Counties . . . A metal truck shed will replace the one destroyed by fire in Alexander . . . A supply and office building is being built by the Bridge Department in Iredell.

A TRI-COUNTY meeting of the NCSHEA was held May 4, in Statesville.

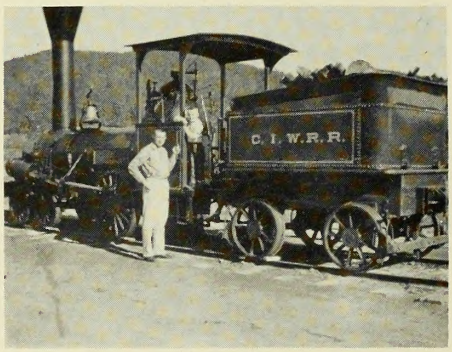
DISTRICT Engineer *Miller* along with *Beam*, *Barrett* and *Mauney* of Construction attended the Concrete and Soil-Cement Conference sponsored by the Portland Cement Association in Asheville for highway personnel.

THE P. J. CORPENINGS and son, Alex, made a March visit to Lenoir to join their relatives in celebrating Mrs. Mellie Sigmon's 94th birthday . . . The group included Mrs. Sigmon's brothers: 88-year old John, and 82-year old George, and her sister, 79-year old Miss Leila who was a Methodist missionary in China for 35 years . . . Among Mrs. Sigmon's nephews were four Methodist ministers: Robert G. Tuttle at High Point; Lee F. Tuttle at Charlotte; Mark Tuttle at Greensboro; and Clem Goforth at Concord.

CORPENING and *P. D. Miller* are each proud of their new '56 two-toned black and white Chevrolets.

RUBY, noted bloodhound at the Shelby prison camp, recently died of yellow jaundice . . . Her death ended an 11-year career of successfully tracking down many escaped convicts and wanted criminals . . . Ruby, raised and trained by Superintendent *Clyde Poston*, leaves an understudy, her niece, Queen.

LOIS BARKLEY KNOX, Stenographer in the Statesville office, reports a fine trip to Nashville, Tennesee, in March . . . The speed signs interested her since there is a difference in daylight and night travel; it's ten miles slower for night driving . . . The "No Dumping" signs with a posted $25 fine seemed effective in keeping the highway free of debris . . . She saw road signs prohibiting the placing of advertising signs on the highway right of



Ronald and Mike Hill, sons of Foreman and Mrs. Guy Hill, examine the Tallulah Falls Railway in Macon County. The old locomotive, the "Yonah," was used in the recent filming of a Civil War picture. "The Great Locomotive Chase," by Walt Disney and Fess Parker.

way . . . In the famous crab orchard stone section of the state, the stone was used in building seats and tables at the roadside parks . . . The sign that "capped the stack" was titled "Belly Acres" and featured a big man with a fat tummy.

DIVISION FOURTEEN

C. J. BECK
Division Correspondent

BRIDGE Foreman *Clay Rogers* and his forces have completed the face lifting of a bridge on US 19 west of Andrews . . . Senior Bridge Foreman *C. W. Rink* and his men are building a new bridge across Brasstown Creek on the Pine Log Road in Clay County.

SYMPATHY is extended to *Howard E. Barnard* in the death of his mother, Mrs. Addie K. Ray Barnard, March 28; *Howard* is on Construction in Franklin as a Highway Inspector II . . . To Shovel Operato *Hubert M. Collett* in the death of hi father, Hubert M. Collett, who had worke many years for the Commission as Roller Operator until his retirement sev eral years ago . . . To *Harve Lance*, Squa Truck Driver, in the death of his wif last fall . . . To Assistant Prison Cam Superintendent *Garth Thompson* in th death of his father last November . . And to the family of *Lawrence H. Hoope* who died April 20 . . . *Hooper*, a loya employee for 32 years in Haywood Count is survived by his wife and three chi dren.

VACATIONS . . . Supervisory Forema *Homer J. Ferguson* took a day off recent to plant his vegetable garden . . . Distri Mechanic and Mrs. *L. B. Womack* sti have pleasant memories of their Thank giving vacation with son Joe and fami in Aiken, S. C. . . . Last fall Mechan *Ralph J. Stirewalt* took a few days o to visit friends in Akron, Ohio . . . Mai tenance Supervisor *Grover C. Maun* took time off last fall to go bird huntin

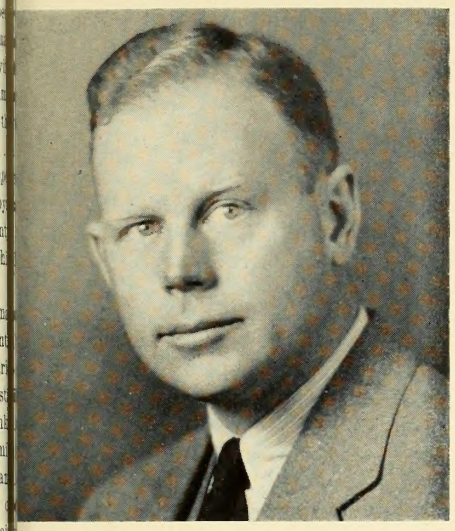
BLACKSMITH *John W. Curtis* a Powderman *Brown Caldwell* are sporti new '56 Chevrolets.

GET WELL wishes go to Maintenan Supervisor *Grover C. Mauney* who w sick with the flu . . . To James Ray Su derth, son of the Prison Camp Superi tenance Supervisor *Grover C. Maun* surgery at Petrie Hospital in Murphy . To Mrs. *C. W. Constance*, wife of t Supervisory Foreman in Polk Count who had an operation recently . . And to *Constance* himself who has be on the sick list.



Personnel in the newly-construct district office at Hendersonville inclu from left, R. A. Gash, Road Maintenar Supervisor; Mrs. Estelle Strider, Sec tary; E. H. Webb, District Enginee and T. M. Austell, Road Maintenar Supervisor. This team is in charge keeping the roads in good shape Haywood, Henderson, Polk, and Tra sylvania Counties.

HONOR ROLL OF 30-YEAR HIGHWAY EMPLOYEES



JAMES HARDIN COUNCILL

The very capable administrator of the leventh Highway Division is James ardin Councill. As Division Engineer he responsible for the maintenance and onstruction of all State highways and oads in Alleghany, Surry, Wilkes, Yadin, Ashe, Avery, Caldwell, and Watauga ounties.

Councill dates his highway service from 925 when he started as a Resident Engieer on construction jobs in Haywood, adison, Graham and Jackson Counties. ix years later he was made District Engieer at Boone and served in Ashe, Avery, aldwell, Mitchell and Watauga Counties. hen in 1941 he was promoted to Assistnt Division Engineer in the old Eighth ivision. With the enlargment of the ommission from 10 to 14 divisions. ouncill was made Division Engineer of ne 11th, in 1953. In his words, "I have orked with J. C. Walker of Asheville (a rmer Division Engineer) and Z. V. tewart (Division Engineer at Winstonalem) all the way."

He is the son of Mr. and Mrs. Benjamin ames Councill and was born January 31, 903, in Boone. Young Councill was eduated in the Boone High School and Apalachian Training School (now A.S.-.C.). He also attended the University of orth Carolina for several years.

His lovely wife is the former Margaret ooker Moore of Sylva. They were marred October 15, 1925, in Sylva. The ouncills have two children: Fred Moore ouncill and Martha Hardin Councill. hey are members of the Boone Methodist hurch.

The Division Engineer is a member of the Boone Lions Club, the Methodist Men's Club, and the N. C. Society of Engineers. He is a former State President of the N. C. State Highway Employees Association.

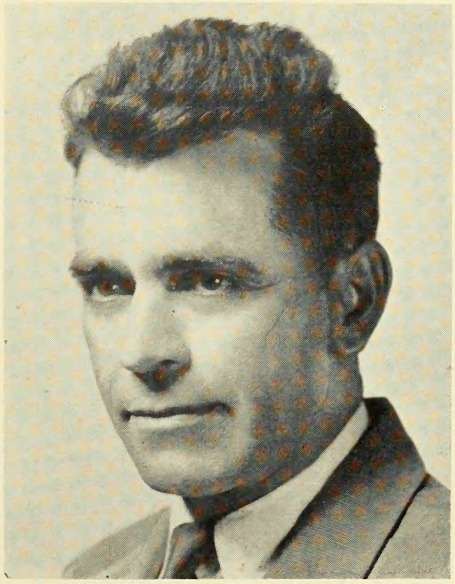
Patch Foreman H. Fletcher Edwards of Canton received his 30-year service emblem in April.

Looking back, he says he "has been with the Highway Commission in good and bad times and has enjoyed working with all the personnel."

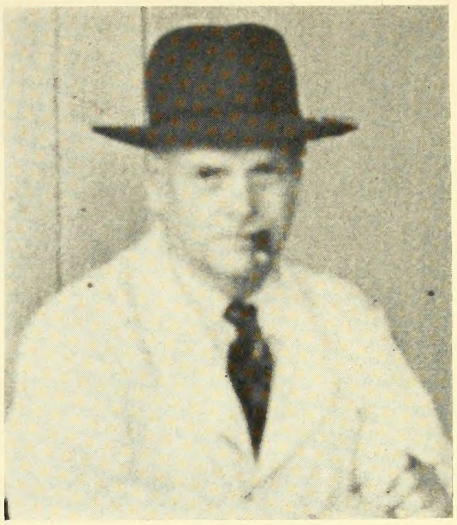
Edwards was born and grew up in Polk County. He began work with the Commission as a truck driver in February, 1926. After ten years, he became a motor grader operator. After 14 years experience as a motor grader operator, he was promoted to patch foreman, a position he's held for the past six years.

The foreman is married and has two children and one grandson. His daughter, Mrs. Norman Foster, is a graduate of Western Carolina College. She lives with her husband in Canton where he is employed with Champion Paper and Fibre Company. Edwards' son, Horace, is a senior in business administration at Western Carolina College.

The veteran maintenance man is a member of the Bethlehem Methodist Church at Mill Springs.



H. FLETCHER EDWARDS



J. S. HAWKINS

The long-time Automotive Parts Clerk in the Raleigh equipment depot storeroom is J. S. Hawkins of Cary.

He began his highway service June 1, 1923, and worked three years on the yard gang at the old truck patch in Raleigh. The remainder of his 32 years of service has been in the storeroom as an Automotive Parts Clerk.

Son of William J. and Ella C. Hawkins, he was born March 15, 1889, in Darlin County, Antioch Township, South Carolina. He attended Bethlehem High School in Darlington, S. C., and also business college in Columbia, South Carolina.

In 1910, Hawkins was married in Hartsville to Allie Godbold. They have two children and one grandchild. Their daughter, Mrs. Geneva E. Stevenson lives in Detroit, Michigan. Their son, C. B. Hawkins, lives in Washington, D. C. Mr. and Mrs. Hawkins are members of the Cary Methodist Church.

His main off-the-job interest is fishing.

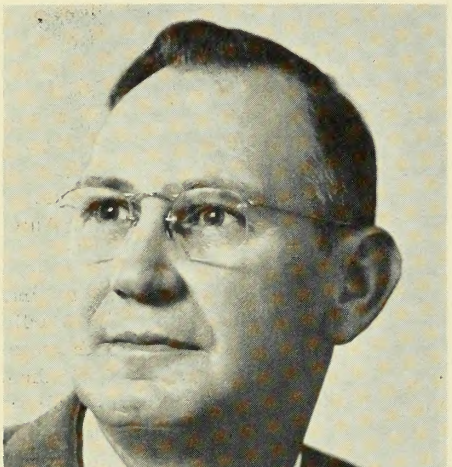
During his 34 years of highway service District Engineer William Wray White of Greensboro has been instrumental in the training and qualifying of many men who in time have made a creditable name for themselves with the Highway Commission.

The Wake County native was born January 16, 1904, and attended grade school in Winston-Salem, and high school in Badin. He later took civil engineering courses with the International Correspondence School, and

business management and a commercial law course with the Lafayette Correspondence School. During the summers of 1918-19, he worked with the Tallassee Power Company, Badin, a branch of Alcoa at that time. He was an instrumentman with the Southern Power Company on location in South Carolina in 1921.

In May, 1922, he started with the Highway Commission as an instrumentman in the Greensboro District under then District Engineer John D. Waldrop. At that time the district comprised Guilford, Rockingham, Caswell, Alamance, Chatham, Randolph, Davidson, Montgomery, Moore and Hoke Counties. His first two years, he did combination field and office work on final estimates.

In 1924, White was on location and construction in Davidson, Randolph, Rockingham, and Guilford Counties. In



WILLIAM WRAY WHITE

1930-31, he was associated with then Resident Engineer T. A. Burton on the Dan River bridge at Madison. In 1931, he was made Office Engineer in Greensboro in the Second Construction District which was composed of 33 counties in the Piedmont section under then Construction Engineer J. W. Mills. In November, 1932, he was assigned as Maintenance Supervisor in Alamance with headquarters at Graham with then District Engineer J. W. Jenkins. In 1934, he was transferred to Reidsville as Maintenance Supervisor for Rockingham and Caswell with then District Engineer Burton until the divisions were revised. In July, 1937, he was promoted to District Engineer of the old Fifth Division at Greensboro. His territory consisted of Rockingham and Caswell Counties. He has served in that capacity for the past 19 years.

September 25, 1927, he was married to Mattie Hill Burkhead of Asheboro. They have two children: William W. White, Jr., an attorney at law in High Point; and Mrs. Jean B. (William Henry) Stout. The pride and joy of his life is his four-year old granddaughter, Sharon Anne Stout.

White is a member of the N. C. Society of Engineers, and a 32nd degree Mason and Shriner. He has spent much of his leisure on behalf of Masonry. He enjoys swimming, fishing, and golf, especially the 19th hole.

"Navy of Dare"

(Continued from page 1)

"Barcelona" — which had just been purchased from the private owner, J. B. Tillett, for $42,500. The "New Inlet" has since been sold to the highest bidder and the "Barcelona" is still operated by us as a work boat.

In the spring of 1953, LCU 621 was loaned without charge to the Highway Commission by the Park Service, Department of the Interior. It was converted in June, 1953, by Dunns Marine Railway, Inc. West Norfolk, Virginia, to the ferry boat, "Governor Umstead," for $16,400. It was put in commission as the first steel boat at Oregon Inlet on the Fourth of July week-end in 1953. The boat is equipped with three 165 h.p. GM diesels — regular Navy equipment prior to conversion.

In April, 1954, the National Park Service, Department of Interior loaned us without charge LCU 599 and LCU 1045. In June, 1954, the Dunns Marine Railway, Inc., converted LCU 1045 to the ferry boat "Lindsay Warren" for $21,938. The boat was put in commission as the second steel boat at Oregon Inlet in July, 1954. The following two months Dunns Marine Railway, Inc., converted the LCU 599 to the "Conrad Wirth" for $21,938. This boat was put in commission in October, 1954, as the third steel boat at Oregon Inlet.

In July, 1955, the National Park Service, Department of Interior, loaned us without charge LCU 871. It was converted by Dunns Marine Railway, Inc., to ferry boat "Herbert C. Bonner" in October, 1955, for $22,615. This boat is now operating at Oregon Inlet as the fourth and last steel boat for Oregon Inlet.

We have numerous problems in the ferry boat operation; each requires a different method of solution. At Orego Inlet, we have to contend with tide winds, shallow water and shifting shoal It is necessary that we continually chang markings for the changing channels. On of our biggest problems is being able t take care of traffic satisfactorily whe it piles up on the north side in the morn ing and on the south side at night.

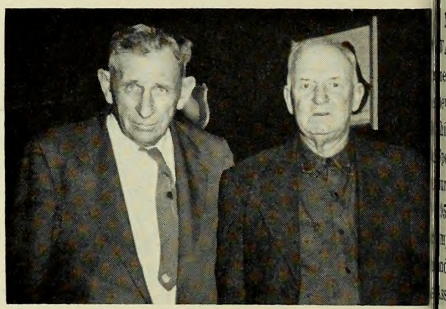
Everybody seems to want to get a early start at the same time. They war to cross the Inlet going south to th villages, as far as Hatteras. Some folk even go to Ocracoke. They want to stay a long as posible, too. Usually they all ar rive at the south ferry dock just in tim for the last trip. Generally there are to many cars for our last boat. We try to a ways have one or two spare boats o hand to take care of the left-overs. Ou biggest complaint stems from those wh are stranded at night on the south sid

Another problem is shallow wate The sand considerably cuts out our pro pellers and propeller shafts. They mus be replaced at regular intervals ever two or three months.

Each of the converted LCU steel ferr boats has a capacity of 18 cars on deck Trucks and boat trailers considerably re duce the number of vehicles we can carry

Last year we voluntarily went on Coas Guard inspection. They make routine in spection of all our crafts at regular inter vals. Our newest ferry boats conform fai ly well with the Coast Guard require ments. We are making every effort t bring the older boats up to Coast Guar standards.

All our pilots are licensed. John Wilson of Manteo is the veteran superin tendent of our shipyard and ferry ope ations.



Two veteran roadmen in the Ten Division are District Engineer To Royall of Wadesboro and Todd S Scarborough, Gang Foreman in Ric mond County. Between them, they ha served over one half century with th Commission. The picture was made at supper recently given by the Richmon County highway boys in honor of Roya

N.C.S.H.E.A. Association News

Vol. 5—Edition 5 May, 1956

RECENT REPORT MADE TO GOVERNOR at request of his office on the concerns of Highway Employees and our opinion of their most pressing needs at the present time. Our detailed report covered the salary situation, expensive employee turnover, working hours and other similar items. It is anticipated that the Governor will use some of this material in later speeches and the opportunity to furnish this was very much appreciated.

SPECIAL SESSION PLANS uppermost in minds of all employees. It is thought by many this will be in the summer, and that requests for salary increases should be presented at that time. The Association officers and others have decided on a plan of action that will allow us to have all preparations made, but not to take the lead in this matter. If it is seen that other groups might present such requests, and it is also seen that consideration will be given, we will make requests for the same consideration as is given other groups and be prepared to back it up. If it is determined that consideration is not to be given, and requests for increases would only muddy the waters in the later regular session of the General Assembly, we do not want to be blamed for such action. We feel we have a good chance of getting salary increases later, and will be in position to ask for our share now if the opportunity presents itself properly; however, we are going to play a "watch and wait" game for the present. At any rate, we are in close touch with the situation and are not just sitting idly by.

MEMBERSHIP DRIVE NOW UNDERWAY—this is the time of year when new memberships are being petitioned, and renewals of old memberships. We face in this next fiscal year the possibility of a Special Session of Legislature, and the sure fact of a regular one in January, 1957. We will need the support of every employee to put our program across — and every employee surely needs the Association's support. We face a really Herculean task, with revisions of the tax structure to be considered and requests for salary increases to keep pace with the cost of living. Let's all determine to work together for a common purpose during this new year beginning July 1, for without such united effort our chances are slim indeed.

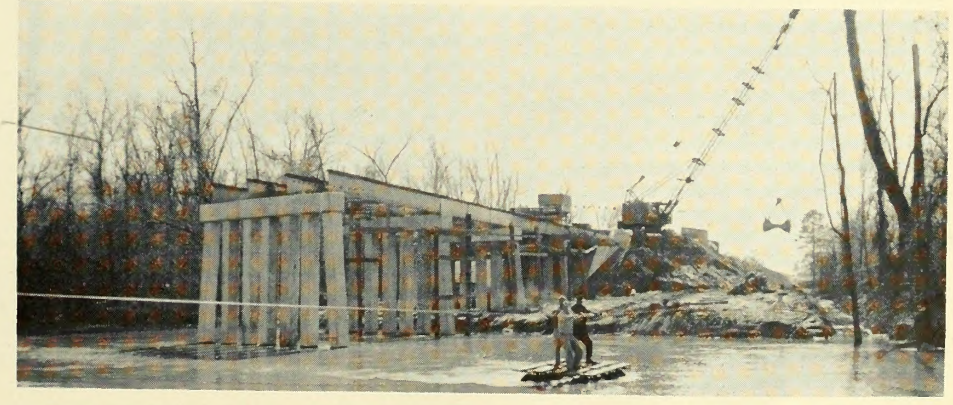
PAST ACCOMPLISHMENTS OF THE ASSOCIATION — for the benefit of new employees, and as a reminder of old members: 1947 Legislature, 20% across-the-board salary increase as the first for employees of SH&PWC (the only group so fortunate) — 1949 Legislature, another 20% increase and retroactive to October 1, 1948; appropriations for merit and automatic salary increments for July 1, 1950; establishment of a State Personnel Department separate and apart from The Budget Bureau — 1951 Legislature, $15 increases July 1, 1951 and appropriations for increments continued — 1953 Legislature, 10% increases retroactive to July 1, 1952 and extending to July 1, 1955; appropriations for increments continued — 1955 Legislature, all prior salary gains retained plus continuation of increments after a hard struggle and a very close decision. In addition: a 5-day work week for all employees where practical, and reduction in workweek for others, with no loss of salaries by such reductions — our own representative appointed to State Personnel Council — our first Personnel Director for the Highway Commission — a Classification and Pay Plan completed for some groups, and in operation on tentative basis for others — our own representative on the Retirement System Board of Trustees since 1947 — establishment of the $50 minimum retirement allowance based on minimum 20 years service — removal of salary ceiling on retirement contributions — increase in contributions with prior service paid by State —participation in educational program on coordination of Social Security with the State Retirement System — annual leave increased from 12 to 15 days and made cumulative from year to year up to 30 days; made an absolute right instead of just permissive—use of leave when on Workmen Compensation Claim — active participation in 1950 in passage of Constitutional Amendment to safeguard our retirement funds — periodic studies of our Insurance Contract for your protection; addition of new Life Groups to the Insurance Contract; addition of family member benefits and hospitalization for employees.

OUR FUTURE PLANS — longevity pay for those employees at the maximum for their respective salary classifications, based on continual service — matching funds for retirement from age 60 to age 65 — permissive option selection after age 60 if still remaining on the payroll —shorter work weeks for certain groups now working more than 50 hours a week —adequate salaries commensurate with the increase in cost of living.

DOES THIS NOT TELL THE STORY as to why the majority of our employees (over 90%) are members in the Highway Employees' Association? Man cannot live by bread alone, nor can individuals do the job that has been and is being done by the Association representing all the employees.

LET'S HAVE THE LARGEST MEMBERSHIP EVER THIS YEAR!!

Otis Banks, Secretary



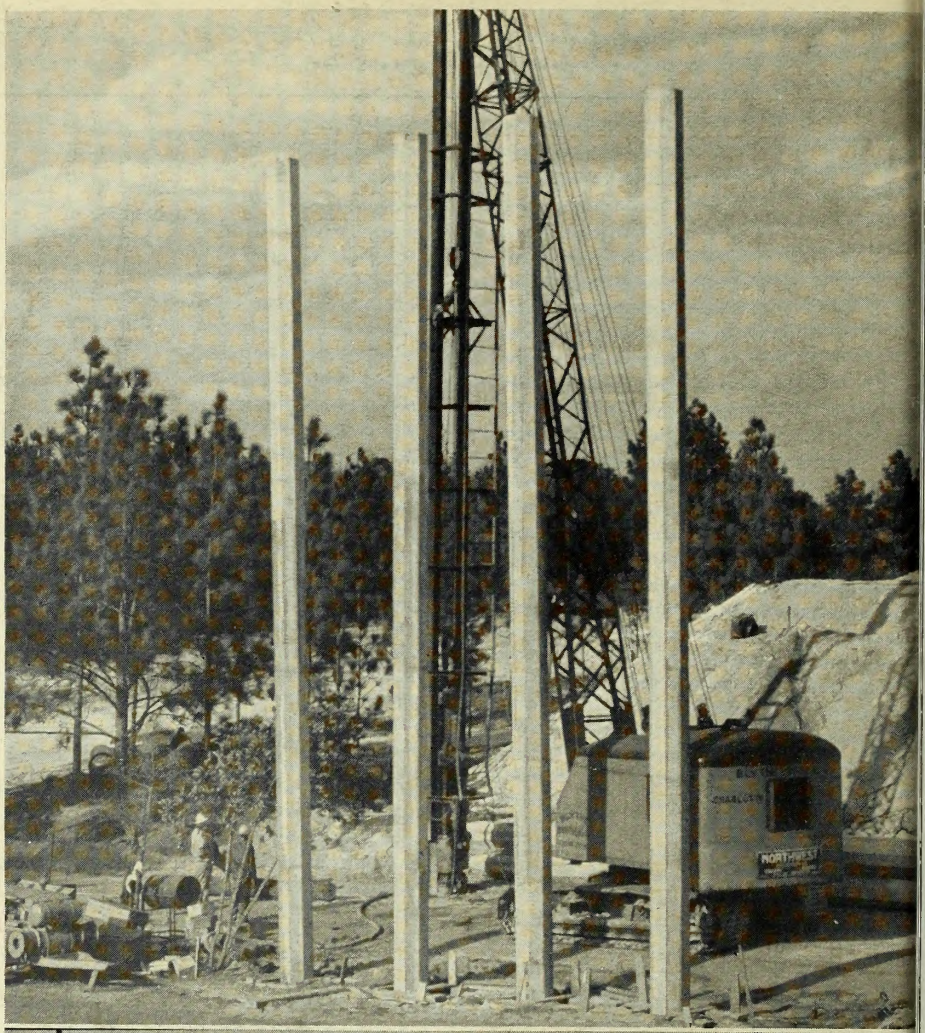
Resident Engineer John Davis' construction party has rigged up a do-it-yourself ferry to get back and forth across the Neuse River while a bridge is being built on the relocation of US 301 through Johnston County. The three men on raft who are pulling themselves across the Neuse are N. B. Lee, Fred Hettinger, and Billie Godwin.

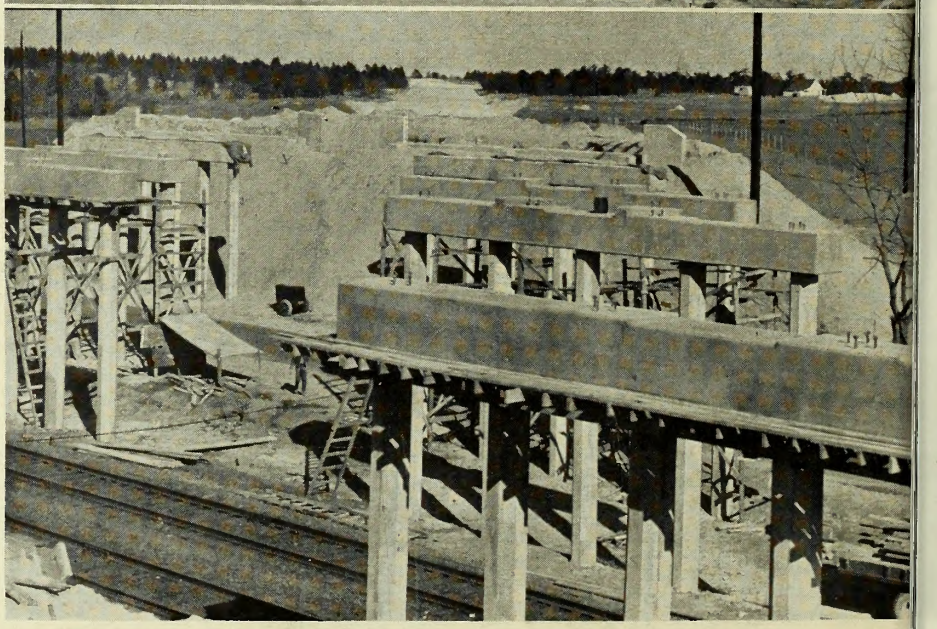
Work Progresses On US 1 Bypass

Two pictures at right show some of the extensive structure work on the US 1 Southern Pines bypass. Top picture was made of the pile-driver and the 52-foot concrete piles. The dual-laned bridge will carry US 1 traffic over NC 2, the double-tracked drive from Southern Pines to Pinehurst.

The bottom picture shows the railroad tracks of the mainline of the Seaboard Railroad, in foreground, and the big dual-laned bridge bents which will carry US 1 on its new location.

Fred H. Beck is Resident Engineer; T. R. Craft is Inspector. W. B. Gowan is Superintendent for the contractor, Blythe Brothers of Charlotte.





Charlotte Praises Hardison's Work

Tenth Highway Commissioner James A. Hardison of Wadesboro was honored by a testimonial dinner given April 5, by Charlotte's Chamber of Commerce and city and Mecklenburg County leaders.

The group credited Hardison with "vision and leadership in promoting the free flow of traffic in and around Charlotte enabling us to grow without fear of being choked by traffic increases."

Chamber of Commerce President Stowe Moody, Jr., said, "Jim has sensed the immediate and future roadway needs of Charlotte better than many of its own citizens."

Particular mention was made of Hardison's assistance in the completion of the southern leg of Independence Boulevard, widening of Providence and Park Roads, planning of the crossline railway project and the US 29 Charlotte bypass.

Mayor Phil Van Every lauded Hardison "not only for his foresight but the courage to follow through on his convictions." County Commissioner Chairman Sid Y. McAden said Mecklenburg's future "will hold a debt of gratitude for his planning and action."

Along with Hardison, Division Engineer M. E. Beatty of Albemarle and District Engineer H. M. Burgin of Charlotte attended the dinner.

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